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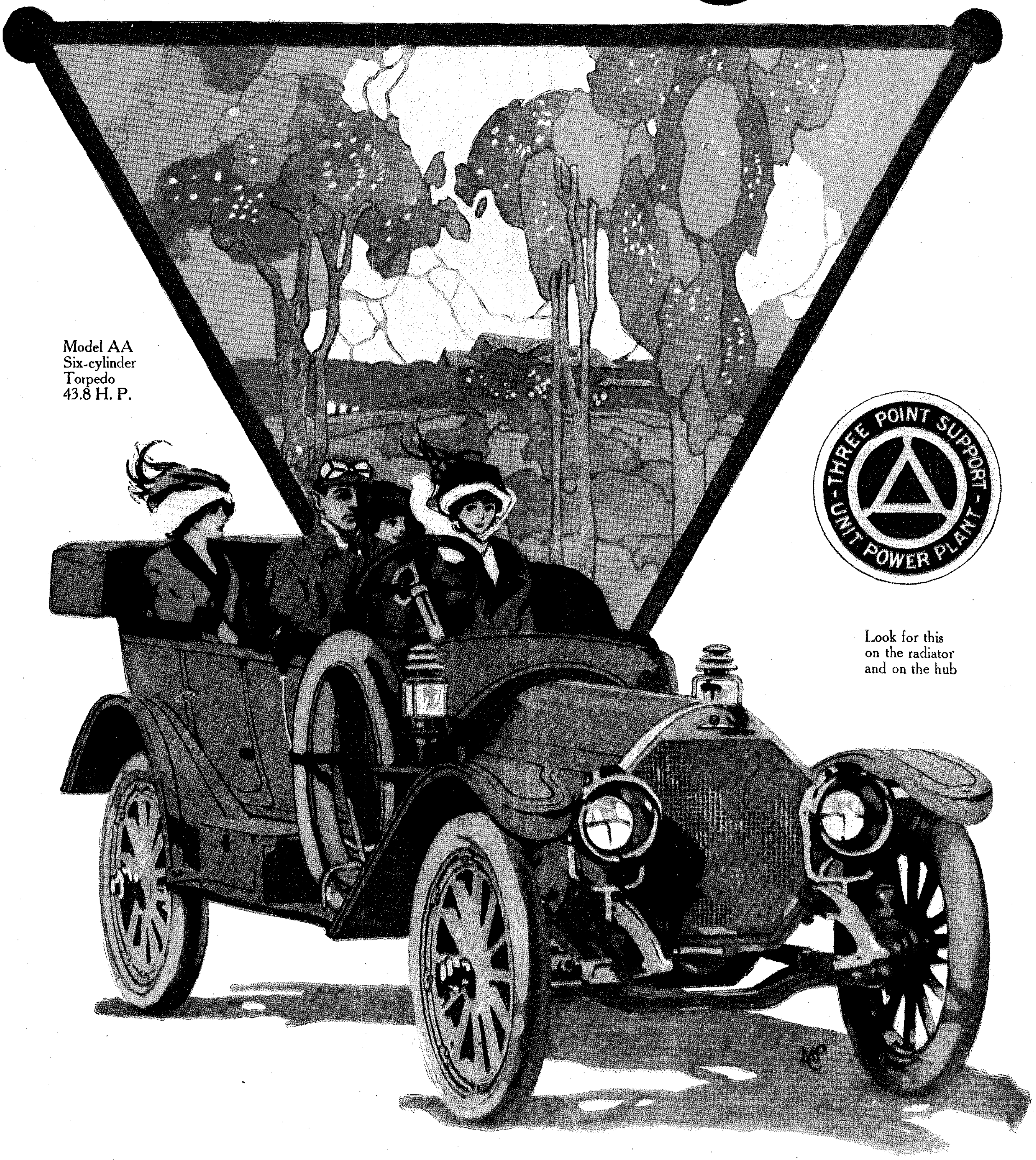

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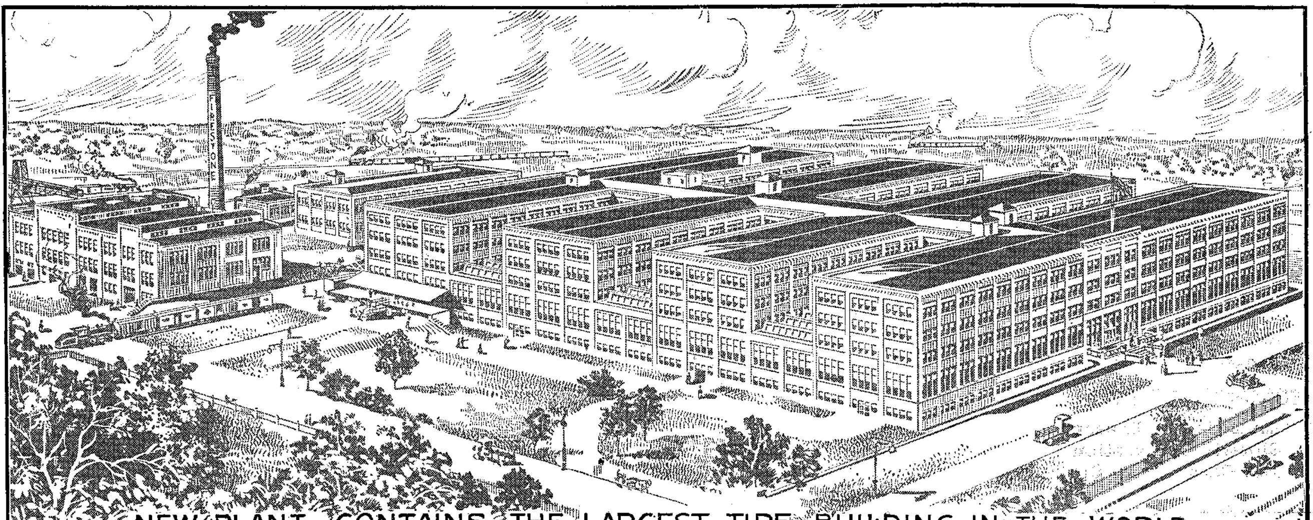

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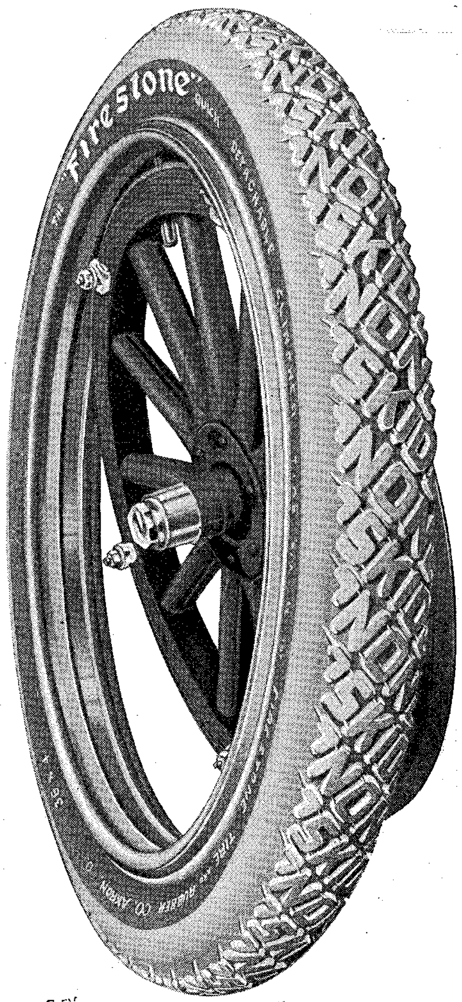

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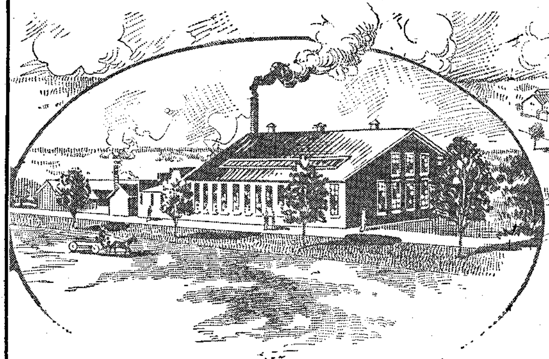

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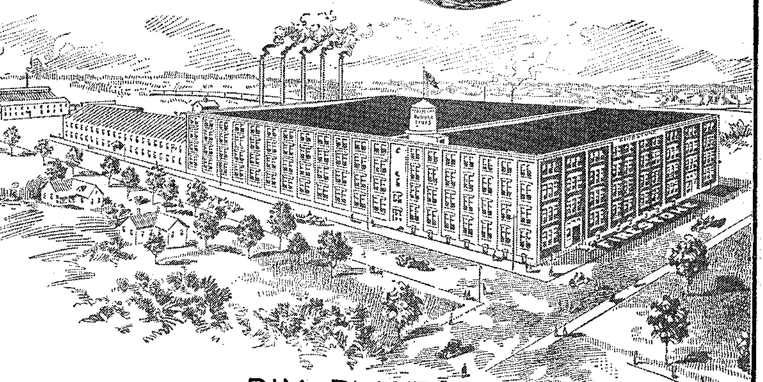

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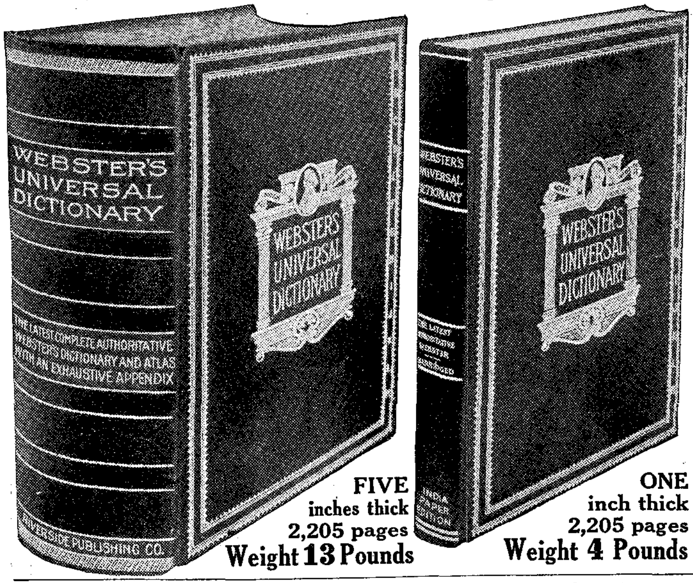
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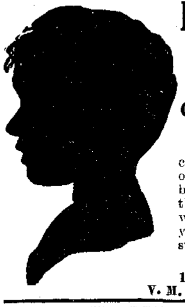

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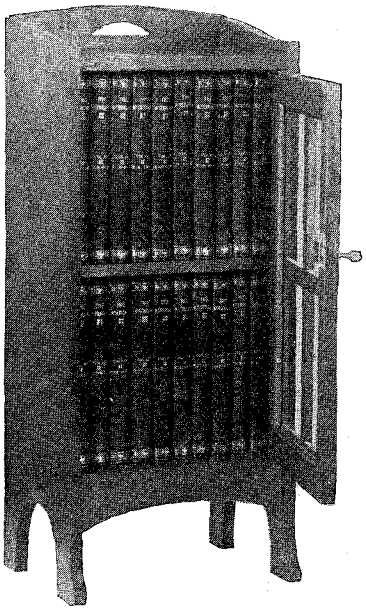

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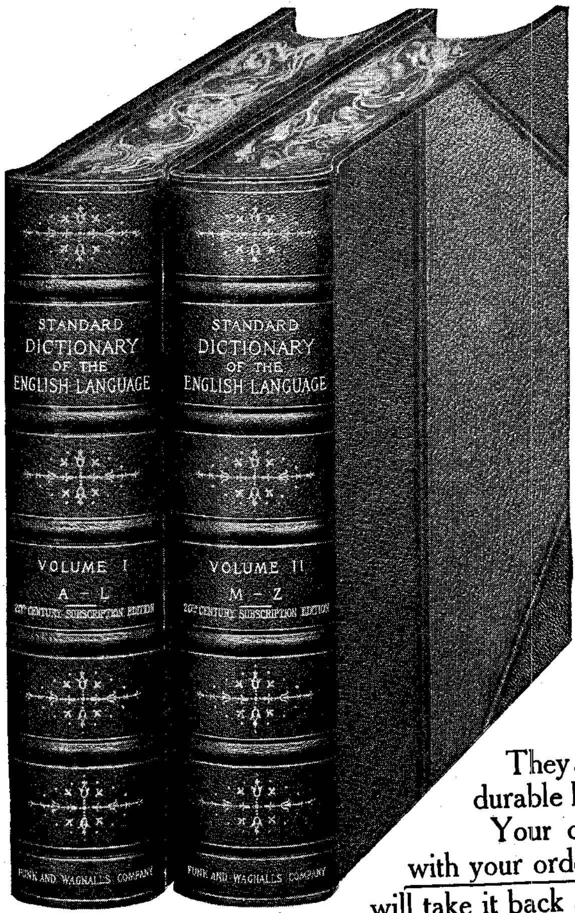
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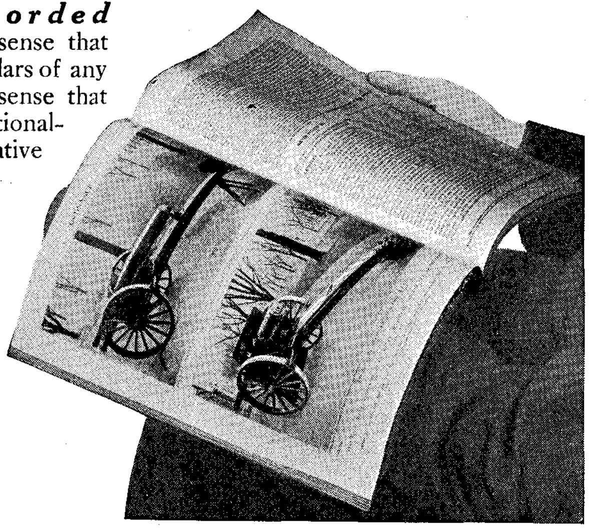

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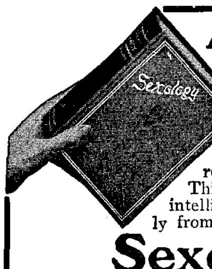

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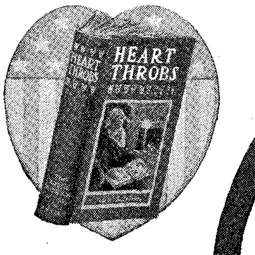

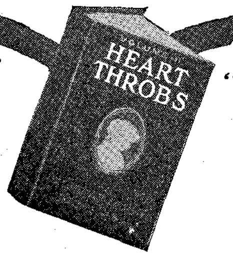

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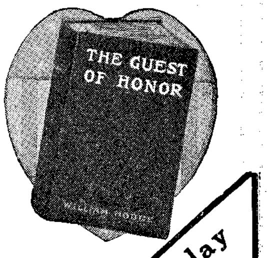

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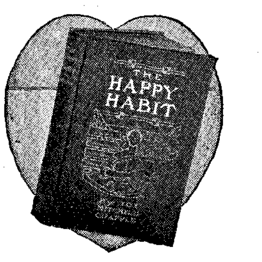

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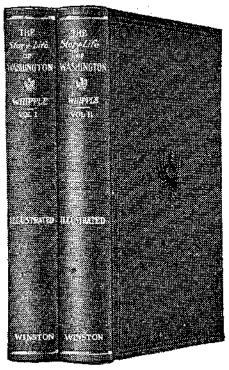

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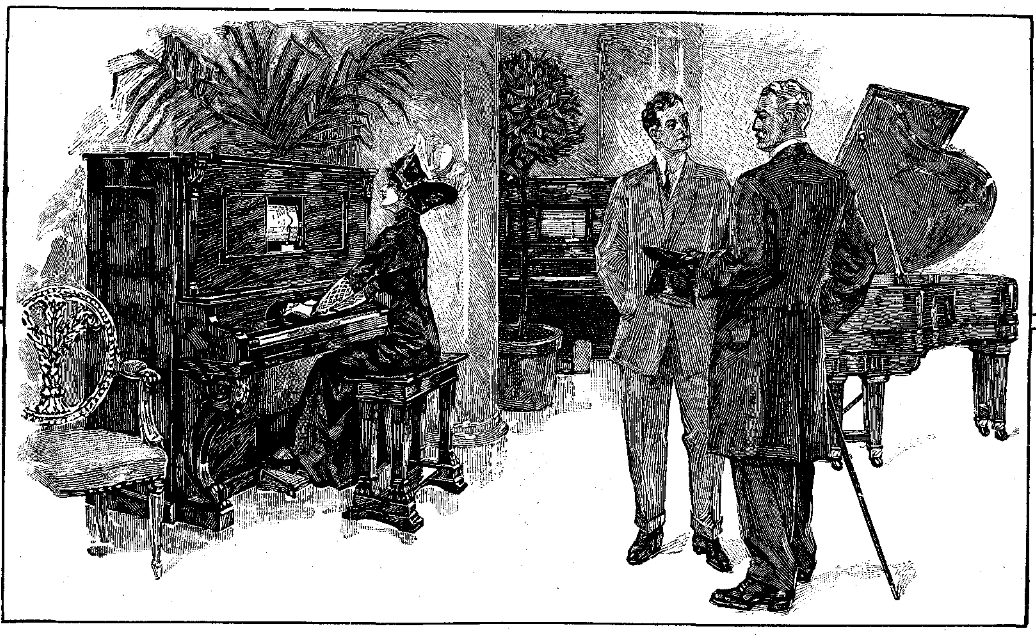

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VOL. XLIII., NO. 24 NEW YORK, DECEMBER 9, 1911 WHOLE NUMBER 1129

TOPICS OF THE DAY

MR. ROOSEVELT AND 1912

"SAY WHAT YOU MEAN ONCE, and let it go at that," Andrew Carnegie quotes himself as recently admonishing Theodore Roosevelt. But however willing the ex-President may be to act upon the Iron Master's advice, the press and the politicians seem to be in an unconscious conspiracy against his compliance with the latter part of it, at least. Everybody knows that on November 8, 1904, immediately after his election to the Presidency, Mr. Roosevelt publicly declared that "under no circumstances will I be a candidate for or accept another nomination." This unqualified statement, however, did not prevent the development of a vigorous Roosevelt third-term movement and the attempt to stampede the delegates for the Colonel in the Republican National Convention of 1908. Within the past few months he has assured his friends, and given wide publicity to the assurance, that he would regard any movement for his nomination for President next year as "a calamity." Nevertheless, his recent article on trust regulation is immediately made the occasion, by both friends and enemies, of a new outbreak of discussion around the ever-fresh theme of his possible candidacy. Nor is this discussion silenced by *The Outlook's* assurance that those who really know the mind of its Contributing Editor "know that he is not a Presidential candidate, that he does not desire to be such a candidate, and that the thought of such a candidacy never occurs to him in his discussions of questions of public and national interest," nor by the even more emphatic statement published by his authority in the Philadelphia *North American* (Prog. Rep.). Little more than a week ago, according to the Philadelphia paper, the Colonel agreed that it should put an end to "unwarranted reports and deductions" by an authoritative statement of his position. This statement, which is of considerable length, ends with the following concise and definite paragraphs:

> "Colonel Roosevelt will not support any man for the nomination in 1912, neither Mr. Taft nor any one else. He never gave Mr. Taft any pledge or offer of support, nor did Mr. Taft ever have such an impression.
>
> "As to himself, Colonel Roosevelt is not a candidate, nor has he been at any time. He has repeatedly discouraged suggestions of this character, not only from sincere friends, but from potential political leaders who, for one reason or another, desire to use his name; and he has emphatically refused pledges of active support, even delivery of delegates.
>
> He says, and wishes the statement to be accepted at its full value, in its clear and unequivocal meaning, that he desires talk of his supposed candidacy to cease."

"Mr. Roosevelt may cry desist, but there will be no desisting," predicts the Washington *Star* (Ind.), and the New York *Globe* (Rep.) remarks with evident irritation that "the country faces a protracted period of 'Teddy will and Teddy won't.'" With the *Outlook* article, it points out, the "Teddy wills" had an inning, until the *North American* statement gave the "Teddy won'ts" their turn. The next thing, it goes on to say, will be the pulling of this statement to pieces. To quote further:

> "Exegetes and analysts will show that it doesn't mean anything. Why, it will be asked, does not Mr. Roosevelt speak out over his own signature? It will be more than intimated that all he has done is to put out a 'feeler.' As a clincher, attention will be focused on what will be called Mr. Roosevelt's avoidance of the future tense—that he is not represented as saying that under no circumstances will he be a candidate, and that he will decline a nomination if tendered.
>
> "The majority of his fellow citizens will be disposed to accept the statement as sincere, and as accurately reflecting his present attitude. A large and noisy minority—some because they admire him, and some because they hate him—will continue the clatter. There is no way to silence them. It is not fair to Mr. Roosevelt to ask him to do it. *The World*, for example, because of its aversion, is doing all in its power to convince the public that Mr. Roosevelt is a Machiavellian villain. By iteration it succeeds in impressing some with the notion of the possibility of a candidacy. Then it turns around and makes use of its own work by saying: 'See, people don't believe Mr. Roosevelt. That they don't believe him is proof that he is not regarded a sincere.'
>
> "Mr. Roosevelt is not a candidate now. He has no expectation of being a candidate next year. To state so much emphatically is as far as Mr. Roosevelt may be expected to go. It is disclaimer enough to satisfy the fair-minded. As to what would be his answer if a universal demand for him should arise next year it is not fair to ask him to say. The condition has not arisen, and is not likely to arise. He probably does not know what would be his answer. Now the likelihood is strong that it would be 'no'; but, as Lincoln was fond of saying, no man may be justly asked to say before he has reached it, whether he will or will not cross a particular bridge."

Very significant, thinks the Brooklyn *Times* (Rep.), is the persistence with which Theodore Roosevelt's name comes up in any discussion of candidates for the Presidency. "There are those," it says, "who believe the ex-President is the only Republican who can win the election next year, and they are not likely to keep quiet when they happen to be men of strictly partizan spirit." To quote further from this Republican organ:

"However much we may dislike political expediency, it is

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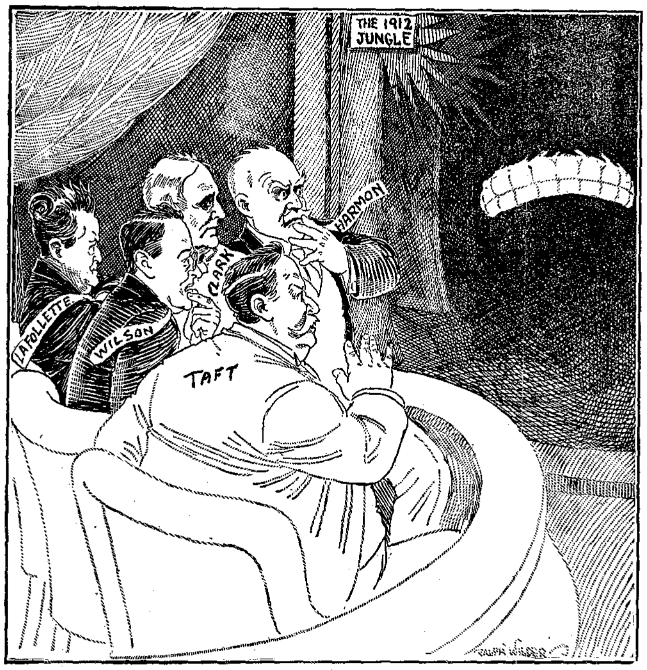
> forever meeting conditions as they are. President Taft, by strict adherence to his duty, has displeased some very powerful interests, and has not pleased the extremists. One might think in a situation where most of us believe the proper course is to go slow he would be the most acceptable candidate. His sincerity is evident, and that he is a patriot everybody will concede. *The Times* believes that Mr. Taft can be elected, but it must face the facts.



"WHAT'S THAT?"
—Wilder in the Chicago *Record-Herald.*

> "The newspapers which have special enmities against Mr. Roosevelt are not hurting him a bit by attacking him now. His strength lies in the fact that such a large percentage of Americans believe in his rugged integrity, and especially in his courage. He has repeatedly demonstrated the possession of both qualities, so that it is simply idle to try to create a sentiment contrary to an opinion so universally held.
>
> "None of us can tell what the future has in store. *The Times* frankly admires President Taft, and considers his candidacy for renomination the natural thing. But it is possible to imagine a situation which will compel a shift. If Mr. Roosevelt should be nominated in a whirl of excitement at the National Convention nobody would be surprized, for he is a man of surprizes. Nor is it true that he would be breaking a precedent by running again, for he has had but one election, altho he served for seven years in the Presidential chair. . . . . . .
>
> "Assertions made on one or two occasions might indicate that Roosevelt was committed to the 'never-again policy.' But circumstances may so change conditions that the man who uttered a determined No! yesterday will say Yes! unhesitatingly to-morrow. . . . . . .
>
> "It is urged that 'insurgency would prefer to have him for a leader instead of La Follette.' It is claimed 'he can muster greater conservative support than Taft'; 'he is capable of kindling a blaze of excitement throughout the country'; if he takes the field again he would insure a whirlwind campaign; 'he would sweep aside every obstacle and rush on to overwhelming victory.' These are things one constantly hears."

"The question of what Roosevelt may do about the Presidency is only one phase of the great question what Roosevelt will do about anything; which is something that can not be answered fully in any case until he does it," declares the Brooklyn *Standard-Union* (Rep.). "Everybody knows that Mr. Roosevelt is not a candidate, and does not want the nomination," remarks the Cleveland *Leader* (Rep.), "but"—

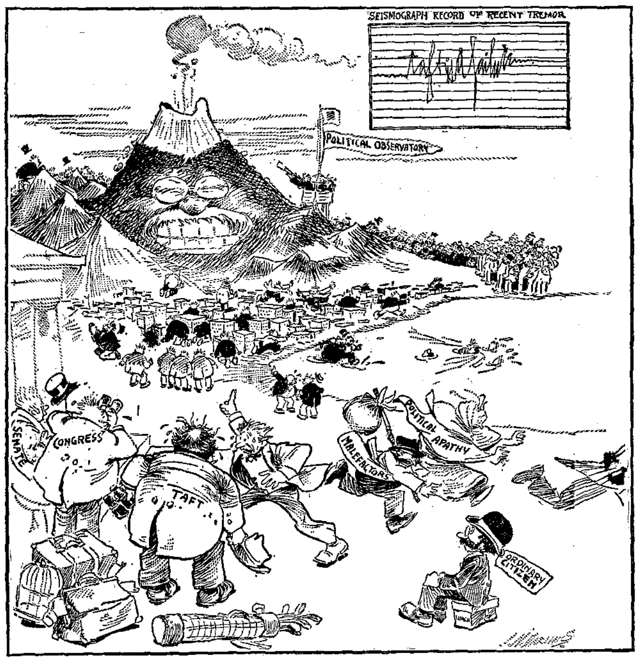
> "there is no man in this country, not excepting Theodore Roosevelt himself, who is big enough to resist the exprest will of the Republican party. Conditions may arise which will make it the obvious duty of the former President to return to party leadership. It is not impossible that the next Republican National Convention will face the alternative of a Roosevelt nomination or party destruction. And with such conditions possible no man will believe that Theodore Roosevelt would shirk the responsibility.
>
> "The former President has never yet declared that he would not accept the nomination at the party's command. He is too good a patriot and too good a partizan to make any such declaration as that. And in the absence of such word from him Progressive Republicans throughout the land may go forward in their battle for better things, confident that if, when the hour strikes, they need Theodore Roosevelt's leadership, he, the greatest Progressive, will lead."

"It is conceivable," admits the Springfield *Union* (Rep.), "that irrespective of his wishes the Presidency may be forced upon him." And the New York *Press* (Prog. Rep.) remarks that "whether *it* is a Taft, a Roosevelt, a Hughes, or a somebody never yet dreamed of, the man who goes at the head of the Republican ticket should, above every other consideration, be one upon whom all the elements of his party can unite." "Many believe that Colonel Roosevelt is the most consummate politician that this country has produced," says the Savannah *News* (Dem.), "and more will believe it if he should get the Republican nomination for President." It adds:

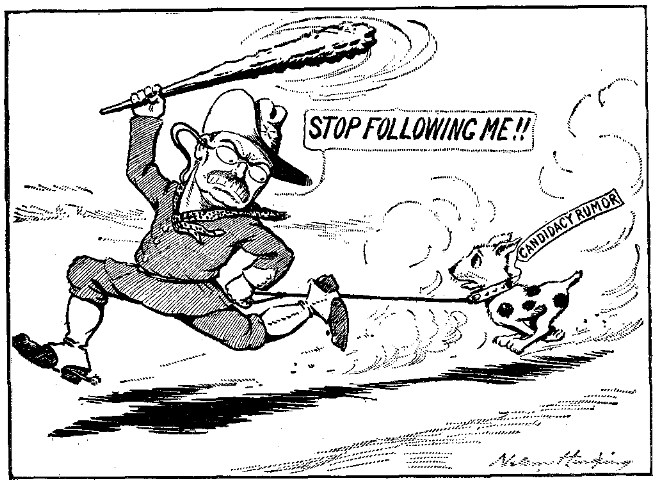
> "Surprizing things may take place before the two great parties make their tickets and platforms. A surprizing thing is already noticeable, namely, the willingness of Wall Street to even consider the possibility of Colonel Roosevelt's nomination."

Mr. Roosevelt himself could end all this discussion, declares the New York *Evening Post* (Ind.), if he would only "leave off his pained protests and profuse deprecation, and adopt from General Sherman the one precise and unmistakable formula for denying that he is a Presidential candidate: 'If nominated I will not accept, and if elected I will not serve.'" The true test of the sufficiency of Mr. Roosevelt's statement will be found in the behavior of his friends, thinks the New York *Times* (Ind. Dem.), which goes on to say on this point:

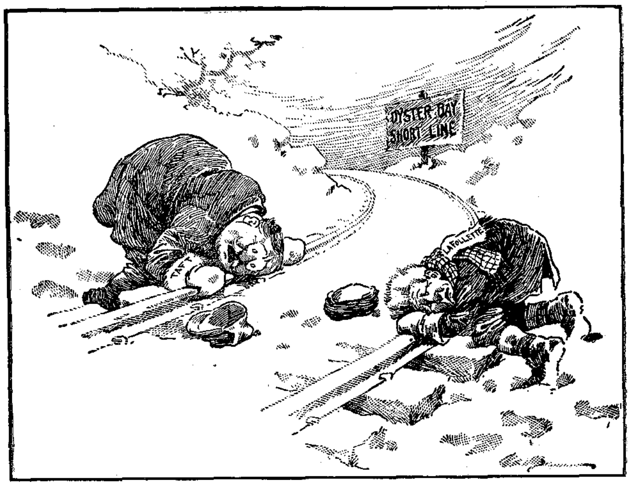
> "They will not be discouraged by what he has said, rather will they construe his words as a permission to lie low and create the very situation which neither they nor we, nor, as we think, anybody for a moment doubts would evoke his acceptance of the nomination. It is useless for Mr. Roosevelt's friends to speak of the 'forceful sincerity' with which the Colonel insists that he is 'not in the remotest sense a candidate for the nomination.' Candidates for the nomination usually begin to stir around for delegates. Mr. Roosevelt does not want pledged delegations. We give him credit for full sincerity in that.



NOT ALTOGETHER EXTINCT.
—Darling in the New York *Globe.*



PURSUED!
—Harding in the Brooklyn *Eagle*.



"BILL, SURE'S YOU'RE A FOOT HIGH, I HEAR SUMPIN!"
—May in the Cleveland *Plain Dealer*.

ON HIS TRACK.

> "But Mr. Roosevelt's friend says that he 'will not support any man for the nomination in 1912; neither Mr. Taft nor anybody else.' Upon the great contest between the supporters of President Taft and the supporters of Senator La Follette Mr. Roosevelt will look with an impartial eye. That is what alarms the La Follette men; we do not know that it has as yet caused any alarm among the friends of Mr. Taft. Conceivably there may be a deadlock in the convention. A deadlock between the chief candidates leads to the selection of somebody else.
>
> "If after a series of futile ballotings it shall appear that neither Mr. Taft nor Mr. La Follette can be nominated, it will then be seen how little Mr. Roosevelt's friends have been 'discouraged' by his limited renunciation. The crowded galleries may then expect to see a great Roosevelt demonstration rivaling in fervor and noise the march which Roscoe Conkling led around the convention hall in 1880, in the vain effort to stampede the delegates for General Grant. A demonstration of that nature would be dangerous for Mr. Taft and for Mr. La Follette, of course. It might result, very likely it would result, in the nomination of Mr. Roosevelt. He would accept, and his statement made through the Philadelphia *North American* would leave him entirely free to accept.
>
> "That is all that the statement means. It does not change the situation in the least. But it does serve to proclaim and emphasize the hostility of the ex-President to the actual President."

In spite of the fact that Gifford Pinchot, apparently accepting Mr. Roosevelt's statement as final, has come out definitely in support of Senator La Follette's candidacy, the Washington correspondent of the New York *Sun* (Ind.) reports "an unmistakable atmosphere of profound gloom" enveloping the La Follette headquarters in the capital. We read:

> "It is believed here that the whole trouble with the La Follette managers is the political uncertainty that attaches to the future movements of Colonel Roosevelt. Immediately after the dinner at Youngstown, Ohio, at which Roosevelt was applauded, there was undue activity among the friends of the Wisconsin Senator to wring from Roosevelt some sort of statement that would remove him as a disquieting factor from their political plans. After much manipulating the statement was published in a Philadelphia newspaper that has been unusually friendly to Senator La Follette's candidacy.
>
> "The statement was something of a disappointment here. It has had no deterrent effect apparently on the activity of the men in the Middle West, who call themselves 'Roosevelt Progressives.' This element is particularly active in northern Ohio and in Michigan. It was said here to-day on good authority that the next delegation to the Republican National Convention will probably go uninstructed, and that it will be composed of Roosevelt men, headed by Truman H. Newberry, former Secretary of the Navy. . . . . . .
>
> "From the intermountain States comes word that many Republicans there are turning to Roosevelt on the theory that President Taft can not be reelected. Some of the Progressive Republican Senators from that section, who decline to be quoted for publication, say that Senator La Follette is not developing the strength that was expected and that President Taft's hold on the people also is weak."

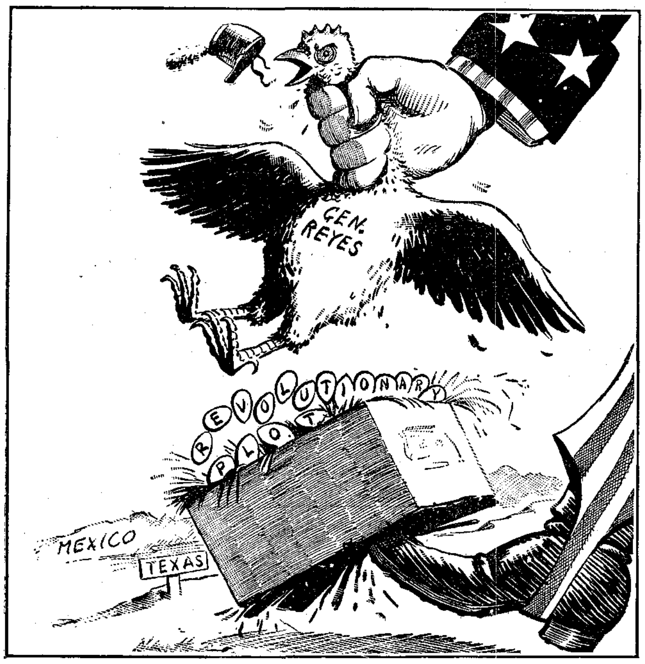
THE RISING TIDE OF DRINK

IT MUST be rather disappointing to those "who have felt great confidence in the efficacy of the prohibition and anti-saloon wave which swept over the country a few years ago," remarks a New York editor, to learn from official sources that the last fiscal year was a record-breaker in the use of alcoholic liquors. Disquieting, indeed, muses an editorial writer in the calmer air of Boston, to those who have hoped "that with the progress of thought, liquor-drinking would show a marked, emphatic decrease." Yet, he continues, this very state of affairs "should incite society to renewed efforts to stimulate the advance of temperance." The 4-per-cent. increase in the production of distilled spirits over the previous banner year, 1907, notes the New York *Evening Post*, "is a smaller percentage of increase than that which has taken place in the population of the country." Still, it is enough to convince *Mida's Criterion* (Chicago), an important liquor-trade journal, that "prohibition's failure" has been "statistically established by official figures." Some of these figures, as given in the report of Royal E. Cabell, United States Commissioner of Internal Revenue, are thus presented in a Washington dispatch to the New York *Tribune*:

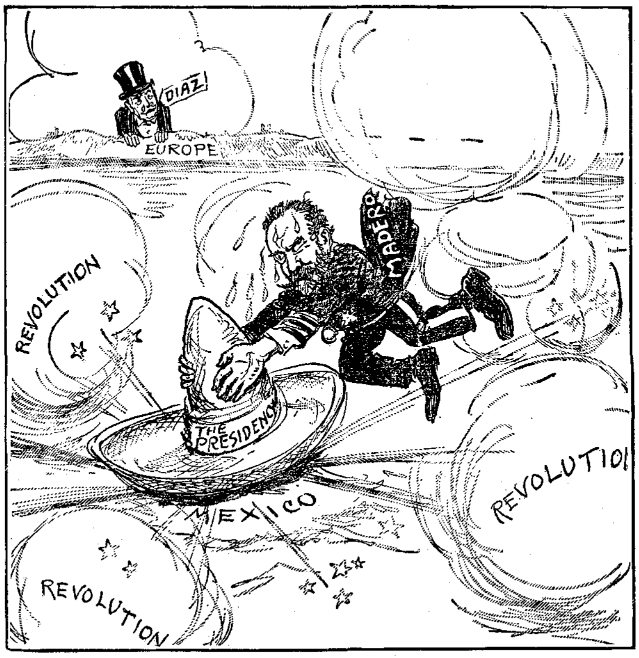
> "The last year witnessed the largest production of distilled spirits in the history of this country, 175,402,395 gallons having been produced, representing an increase of 6,828,482 gallons over the largest previous production, which was in 1907, and an increase of 19,164,869 gallons over 1910. The production of beer, ale, etc., amounted to 63,216,851 barrels, nearly 4,000,000 barrels more than in the previous record year, 1910. The amount of liquor held in bonded warehouses for ripening now reaches the enormous total of 249,279,346 gallons."

The combined increase, notes the liquor-trade editor just quoted, "represents an increase of 1.3 gallons per capita," so that "the total per-capita consumption is now 22.29 gallons." This paper also quotes a Washington dispatch, which sets forth the interesting fact that "more beer is consumed in the United States than in any other country, and more distilled spirits than in any other country except Russia." We read further:

> "The quantity per capita consumed in the United States is not, however, in the case of beer, as great as in Belgium, the United Kingdom, Germany, or Denmark; while our per-capita consumption of distilled spirits is less than that of Denmark, Hungary, Austria, France, the Netherlands, or Sweden. Of wines the quantity consumed in the United States is below that of



BREAKING UP THE NEST.
—Harding in the Brooklyn *Eagle.*



NO EASY JOB!
—Heaton in the Chicago *Inter Ocean.*

WHY DIAZ SMILES.

Portugal, Spain, Germany, Italy, or France; and the per-capita consumption is less than that of France, Italy, Portugal, Spain, Switzerland, Austria, or Hungary.

"The quantity of malt liquors consumed in the United States in 1910 was 1,851,000,000 gallons, against 1,704,000,000 in Germany, and 1,397,000,000 in the United Kingdom, that of Austria being 430,000,000, Belgium 412,000,000, France 376,000,000, and Russia 231,000,000 gallons.

"Of spirits the quantity consumed in the United States was 133,500,000 proof gallons, against 232,750,000 in Russia, the per-capita being in each case 1.45 gallons, against a little less than one gallon in the United Kingdom.

"The quantity of beer per capita consumed in the United States was, in 1910, 20 gallons, against 31.44 gallons in the United Kingdom and 26.47 gallons in Germany. In the consumption of wines France leads the world, 15,410,000,000 gallons, or 39.36 gallons per capita, in 1909. Italy in that year consumed 31.17 gallons per capita; Portugal, 27.39 gallons; Switzerland, 14.55 gallons; and the United States, in 1910, only 0.66 gallon per capita."

Returning to the report of Mr. Cabell, we find him citing these facts regarding moonshining:

> "A large number of the field force has been used during the year in detecting illicit distilling, which practise has increased steadily, especially in those States in which prohibitory laws have been enacted. During the last fiscal year there were seized and destroyed 2,488 distilleries, as compared with 1,911 for the fiscal year 1910. The prevalence of this practise will be better understood when it is recalled that there were operated last year only 923 registered distilleries in the entire United States."

The Commissioner also finds that opium-smoking is on the increase, that opium "joints" exist in nearly all of our cities, and that the present statutes forbidding its use and manufacture are defective. Serious faults in the present oleomargarine tax law are also pointed out.

The internal-revenue receipts last year totaled $322,526,299. The report further states that 270,202 corporations, with an aggregate capitalization of $67,886,430,519 and a net income to stockholders of $3,360,250,642, made returns under the new Federal law taxing corporations. Whereat the New York *World* is moved to complain:

> "This bald summary of financial institutions whose nominal assets equal half the entire estimated wealth of the nation is apparently to be the sole return to the people in the way of publicity from the Corporation-Tax Law."

A BAD YEAR FOR THE POOR

During each month of last year—the fiscal year 1910–11—the number of dependent families in New York was greater than at the corresponding period of the preceding year, the increase as shown by the records of the Charity Organization Society amounting for the twelve months to 13 per cent. "The industrial conditions during the year," says the Society's annual report, "have been generally less favorable for unskilled laborers." In the city the high cost of living, the report tells us, drove many families to poorer quarters, or compelled them to take lodgers. "In either case," we read, "the net result is increased overcrowding of rooms, to the detriment of health and morals." Indications that conditions unfavorable to the laborer are not confined to New York are discovered by many observers in the exceptional number of aliens now making the return journey from this country to Europe. "All steamship men agree," says the New York *Tribune,* "that the eastbound rush of steerage passengers is greater than it has been since the panic year of 1907." "It is the lack of labor in this country," one agent is quoted as saying. "As soon as the foreign laborer finds that he is cut down to part time in his work he starts at once for the mother country, where living is cheaper." "I have always looked upon immigrant traffic as a most accurate barometer of economic conditions," says another, who adds:

> "The exodus means a drop in the demand for labor, a tightening of money, a fear of hard times ahead, and, above all, the uncertainty of the future, which is always apparent on the eve of a presidential campaign."

To balance these signs, however, we find evidence of increasing activity in so basic an industry as the iron and steel trade, while for weeks past *Dun's Review* (New York) has been reporting steady improvement in the business situation. In its Nov. 25 issue that conservative financial organ said:

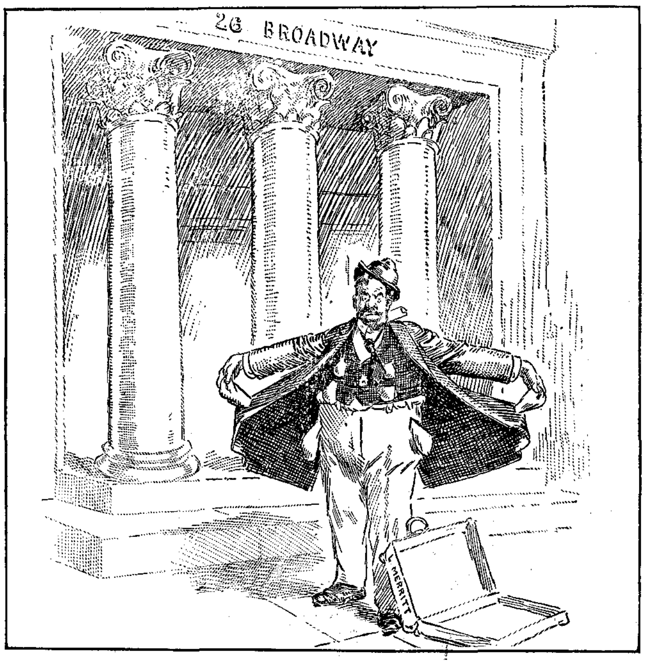
> "Both in business confidence and in volume of business transactions the situation continues to improve. The gain is very gradual and conservative, and there is little disposition to go beyond satisfaction of immediate wants—but it is a gain; and the significant thing is that this improvement has now been maintained for several weeks. The cessation of disturbing international difficulties, the easier conditions of the international money markets, the growing conviction that domestic economic

problems are shaping themselves for the better, and the pressing need of doing something to replenish depleted stocks, all contribute to the improvement which is being achieved. A notable development is the more active buying of rails, cars, and other equipment by the railroads, a fact which imparts a decidedly better feeling in the iron and steel and supply trades. With their 244,000 miles of track the railroads, by the volume of their purchases, affect acutely, for the improvement or injury, the whole industrial situation. Railroad traffic earnings, during two weeks of November, made, however, only slight gain. Business in both cotton and woolen goods is more active, and the entire dry-goods trade, therefore, alike in sentiment and in actual output, occupies a much better position. . . . . . .

"Bank clearings, which during three weeks of November increased 3.4 per cent., reflect the somewhat quickened movement of domestic trade; and this improvement—conservative tho it be—is all the more noteworthy because of the prosperity of foreign trade, which continues to advance; its volume in October was the largest for that month on record."

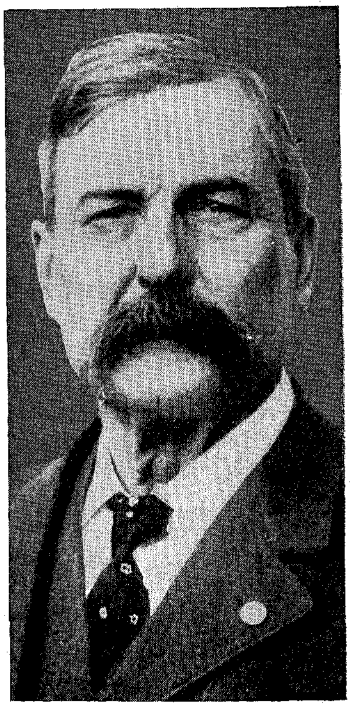
A ROCKEFELLER BARGAIN

IN REVEALING to the world the story of John D. Rockefeller's acquisition of the Mesaba ore deposits in northern Minnesota, Chairman Stanley, of the Steel Trust Investigating Committee, believes that he has performed the greatest public service of his life—a service "to humanity." Be that as it may, the conflicting stories that are following the testimony in Washington leave many a bewildered observer wondering whether it is a revelation of "sanctimonious business scoundrelism," as one editor calls it, or of business generosity reaping a reward of envious and malicious slander. And the editors are in many cases inclined to withhold judgment for a while, recognizing, with the Springfield *Republican*, the necessity of caution "in accepting the unsupported testimony of men who look back over their lives only to see how enormous fortunes slipt through their fingers." Mr. Rockefeller, *The Republican* would remind us, "did not have that kind of fingers—a fact that has aroused some prejudice against him." People have now come to the point, observes the New York *Tribune*, where they will believe at once and without inquiry, two things—"one, any story that he has robbed of millions anybody on earth who cares to charge him with it, and the other, any story that he has given millions for a philanthropic purpose."



"ROCKEFELLER MET ME WITH A SMILE."
—Macauley in the New York *World*.

Looking at Mr. Rockefeller as an octopus, the rather radical Philadelphia *North American* needs no new evidence to convince it that Leonidas Merritt is "just a sample victim" of the "methods of a queer compounder of piety and piracy, who could find a fit lieutenant only in the person of a preacher of the gospel of the Christian God." Similar are the sentiments of the St. Louis *Republic*, New York *Press* and *World*, Brooklyn *Eagle*, Indianapolis *News*, and Charleston *News and Courier*, while the New York *Times*, Washington *Post*, and Albany *Journal* are prominent among those preferring to give Mr. Rockefeller and his almoner, Mr. Gates, the benefit of the doubt.



LEONIDAS MERRITT,

The "innocent lumberjack" as the press call him, who first took John D. Rockefeller to be "a kindly, brotherly sort of fellow," he says, but who now accuses the oil king of having squeezed him out of a fortune.

According to the Merritts' own story, they controlled the Mesaba ore fields at the time of the panic of 1893. They needed funds; they borrowed of Mr. Rockefeller, through the agency of the Rev. Frederick T. Gates, the sum of $420,000 on collateral consisting of $10,000,000 in iron-ore securities. Then it was proposed by Mr. Gates that Leonidas and Alfred Merritt accede to a deal whereby they were to be protected by Rockefeller while certain other stockholders in the mining corporation were to be "dropt." Whereupon Alfred, as Leonidas told the dramatic story on the stand, turned to Mr. Gates and said:

> "Mr. Gates, we've got laws in our country. To do what you want to do would land us in jail. Mr. Rockefeller, with his $700,000,000, can't make us do that."

When Mr. Gates then insisted that Rockefeller would protect the brothers, Leonidas Merritt, according to his own testimony, "looked straight at Gates" and told him this:

> "You came from Mr. Rockefeller. Well, you go back to Rockefeller and tell him that when I steal, I will steal for myself."

Within twenty-four hours, Mr. Merritt continued, the loan was called; he "had gone to New York with millions and in a few months had lost it all," and Mr. Gates informed him that now he "would have to walk the railroad ties back home." Subsequently Mr. Rockefeller acquired more of the ore property, and, when the Steel Trust was formed, sold out at an immense profit, while the blow to Mr. Merritt, so he says, "broke me down physically and mentally" and "killed my brother Cassius."

But statements sent out from 26 Broadway deny that the Merritt loans were called, saying that they were extended, that at the request of the Merritts Rockefeller purchased from them $900,000 of stock with an option to repurchase half of it, and that a damage suit brought a few years later by the Merritt family was settled by Rockefeller for $525,000. Thus, including another small stock purchase, the Merritts, says Mr. Gates, practically sold out to Mr. Rockefeller a large block of stock at $15 a share, while the market price was about $10. The conversation quoted by Leonidas Merritt and the imputation of unworthy motives, are specifically and indignantly denied, while Leonidas Merritt's own signature is shown to the paper signed by members of his family when the lawsuit was settled, and which contains these words:

> "We have become satisfied that no misrepresentation was made or fraud committed by Mr. Rockefeller, or by his agents or attorneys for him, upon the sale by him of any property to us or any of us, or to Lake Superior Consolidated Iron Mines, or upon the purchase by him from one or more of us of any stocks or interests in any mining or railway company or companies, or upon the pledge by us or either of us to him of stocks and securities belonging to one or more of us, and we hereby withdraw all such charges and claims and exonerate Mr. Rockefeller and his agents and attorneys therefrom."

That the ore properties, once in the hands of Mr. Rockefeller, soon became immensely valuable, is a matter of history. The credit is largely Rockefeller's, thinks Mr. Gates, and there has been appearing in the papers this paragraph from the Rockefeller "Reminiscences" bearing on the point:

> "Altho we were minority holders of the stock, it seemed to be 'up to us' to keep the enterprise alive through the harrowing panic days. I had to loan my personal securities to raise money and finally we were compelled to supply a great deal of actual cash, and to get it we were obliged to go into the then greatly upset money market and buy currency at a high premium to ship west by express to pay the laborers on the railroad and to keep them alive.
>
> "When the fright of the panic period subsided, and matters became a little more settled, we began to realize our situation. We had invested many millions, and no one wanted to go in with us to buy stock. On the contrary, everybody else seemed to want to sell. The stock was offered to us in alarming quantities—substantially all of the capital stock of the companies came without any solicitation on our part—quite the contrary—and we paid for it in cash. We now found ourselves in control of a great amount of ore lands."

This is simply a Rockefeller coup, comments the Chattanooga *Times*, a fresh illustration of his nerve, confidence, and judgment, which, combined with his good fortune in being able to command the cash, led him to take the chance which brought him riches and power. To the Philadelphia *North American*, Rockefeller's commanding position in the money market is a new warning against the Aldrich banking-reform plan.

THE McNAMARA CONFESSIONS

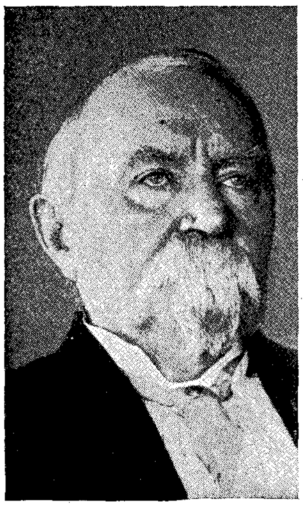
NO BOMB ever exploded by the McNamaras in their campaign of terrorism, remarks the New York *Herald*, ever did one-millionth part of the damage to property that was done to the cause of organized labor by the bomb they exploded in the Los Angeles courtroom last Friday—their dramatic and unheralded confession. "Not the McNamaras, but organized labor is on trial," was the slogan which brought the Socialists and the unions rallying to the defense of the accused brothers with a fund variously estimated at from $190,000 to $1,000,000. Their arrest was denounced by Samuel Gompers, president of the American Federation of Labor, as "the first act of a tragedy contemplating the assassination of organized labor," and the labor and Socialist press were loud in their declarations that the whole thing was a "frame-up," part of a diabolical capitalistic conspiracy against the labor cause. Now James B. McNamara confesses to dynamiting the Los Angeles *Times* building, thereby killing twenty-one persons, and John J. McNamara, Secretary-Treasurer of the International Association of Bridge and Structural Iron Workers, pleads guilty to complicity in the blowing up of the Llewellyn Iron Works. A Los Angeles dispatch to the New York *Times* quotes the younger brother, James B., as saying in his cell, after returning from the court-room where he had just pleaded guilty—

> "Please say to the papers that I am guilty, but I did what I did for principle, and that I did not intend to murder a man. We put that bomb in Ink Alley, just as the papers have said, and we set it to go off after all the men in the building had gone home, in the early morning, but the clock went back on us, and you know what followed.
>
> "Think what all this means to us, who have been fighting, fighting always for a right to live. When I set that bomb I meant only to throw a scare into those fellows who owned *The Times*. The paper had been fighting us for years. The situation throughout the country was critical, and so we decided that something must be done, and we were sent to do it. I was horribly shocked when I learned of the deaths that followed, but I am prepared to pay the price for my crime, if it can be called that, when it was done for principle."

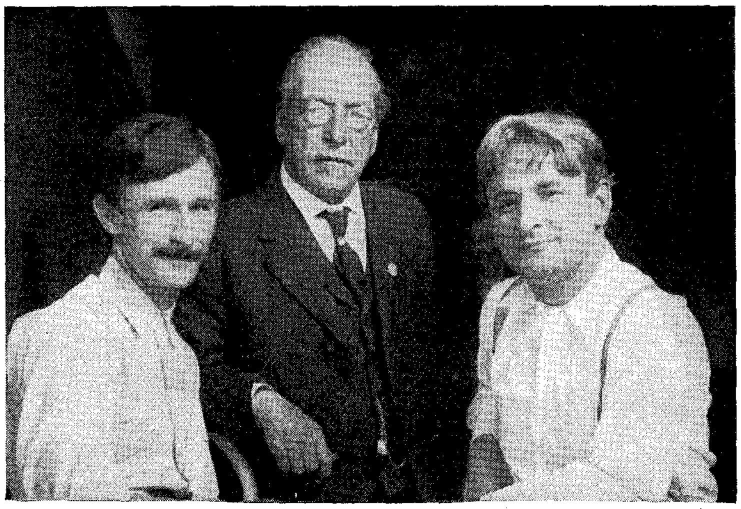
"It was like a flash of lightning out of a clear sky," exclaims

DETECTIVE WM. J. BURNS. LOS ANGELES "TIMES" BUILDING AFTER THE EXPLOSION AND FIRE.

THE CRIME AND THE MAN WHO SOLVED IT.



HARRISON GRAY OTIS,
Whose building was dynamited by James B. McNamara.



JAMES B. M'NAMARA, SAMUEL GOMPERS, AND JOHN J. M'NAMARA.
Mr. Gompers now denounces the McNamara brothers as "impostors of the worst type" by whom organized labor has been "terribly imposed upon."

ORTIE M'MANIGAL,
Whose confession made the others confess.

CHIEF FIGURES IN THE DRAMA AT LOS ANGELES.

Frank Morrison, Secretary of the American Federation of Labor, who declares that up to the last moment he and his associates were "firm in our belief that the boys were innocent." Upon Mr. Gompers the news fell with crushing force. After declaring himself "nearly crazy" with the shock and surprize of it he said to a New York *World* reporter:

> "I am astounded! I am overwhelmed! My credulity has been imposed upon. It is like a bolt out of the clear sky. I would have backed up the McNamaras with my life. They're a couple of impostors—impostors of the worst type. . . . . . .
>
> "We don't want any McNamaras or any of their tribe or sort in the American Federation of Labor. Organized labor can get along very well without them. It is well rid of them.
>
> "We have discouraged acts like those of the McNamaras. We laboring men are patriotic and peace-loving men and we have only a wish to call out the best elements in human nature. These two men, I say, must have been clean crazy. Theirs is an act that I condemn with all the force that is in me."

"My associates and I have been terribly imposed upon," he told a representative of the Laffan News Bureau, whose dispatch we find in the New York *Call* (Socialist):

> "I had the personal assurance from both John J. and James B. that they were absolutely innocent when I visited them twice in jail in Los Angeles in September. They gave me their word to give to the labor men of the country. My credulity has been grossly imposed upon. . . . All laboring men have been imposed upon, and if we had known the McNamaras were guilty we wouldn't have raised money to defend them."

Other labor leaders, on receipt of the news, joined with Mr. Gompers in denouncing violence in labor disputes, altho many of them, under the first shock, were unwilling to believe that the McNamara confessions were *bona fide* and conclusive. This point of view is illustrated by the exclamation of Matthew McConville of the Steam Engineers' Union—"If the McNamaras pleaded guilty, I don't believe they did it consciously."

General Harrison Gray Otis, owner of the destroyed *Times* building, who is regarded by organized labor as one of its most implacable foes, is quoted in a Los Angeles dispatch as follows:

> "Socialists have long recognized that they must separate from violently organized labor. If to-day's result leads organized labor to the performance of its manifest duty, namely, expulsion from its ranks of law-breakers, dynamiters, and murderers, the greatest possible good will have been done for lawfully organized labor."

Detective Burns, who managed the case and was accused by the labor press of having deliberately faked the evidence, is thus quoted by a Cleveland correspondent of the New York *Sun:*

> "The disclosure that attempts had been made to bribe the State's witnesses was what precipitated the confessions on the part of the McNamara brothers. The outcome is a great victory for the people who believe in fair play. It demonstrates that no man or set of men are above the law."

On the front page of the New York *Call,* one of the leading Socialist dailies, we find it urged that black as is the charge against the McNamaras, it is "a blacker, fouler, more horrible charge against the system that produced them." To quote:

> "The confession of the McNamaras is the most dramatic and appalling arraignment of capital that could possibly have come, both as to crimes involved and as to methods used in obtaining the admission.
>
> "It is a foul, black charge against them, but a blacker, fouler, more horrible charge against the system that produced them.
>
> "It is a terrible thing that men with such a sacred cause should have attempted to use the weapons of capitalism. Tho thousands on thousands of workers yearly go to their death through the criminal recklessness of the employers, nothing is to be gained by blind, insane attempts to mete punishments for the wholesale crimes committed. . . . . . .
>
> "There need be no reservation in dealing with this question.
>
> "Capitalism breeds murder, and here is murder bred of capitalism. . . . . . .
>
> "Capitalism has not only killed members of the working class, but it has done its best to turn others into murderers.
>
> "Here is the result.
>
> "And it is a new indictment of present society."

It is time for a revolution in labor thinking, agree many of the capitalistic papers. If organized labor was on trial at Los Angeles, where does it stand now? asks the New York *World,* a paper friendly to the cause of labor. In answer to its own question it goes on to say:

> "Organized labor in this country is in the same plight as organized municipal government was for many years. It has been a victim of boss rule. In case after case it has turned its machinery over to its demagogs, its crooks, and its criminals, to exploit themselves or to gain power or profit. They have no more been the friends of labor than the cheap politician is the friend of the people. The crimes of the McNamaras were not committed for the benefit of labor but for the benefit of the McNamaras, in order that they might retain their influence and authority in their organization, pretend to be the champions of workingmen, and pose as a terror to employers. But inasmuch as it has made their cause its cause, organized labor must suffer for their crimes, duped tho it may have been.
>
> "The lesson of the Los Angeles tragedy is so plain that even the blindest can read it. Union labor in the United States must clean house. It must set its affairs in order and become a responsible institution. Either that or it will be destroyed, the good along with the evil."

SEEING A MONEY TRUST IN THE ALDRICH PLAN

DARK SUSPICION of the Aldrich banking and currency plan seems to lurk in many an editorial sanctum, in spite of its practically unanimous indorsement by the recent convention of the American Bankers' Association in New Orleans. The suspicion now appears to center in this question: In whose hands will rest the actual and ultimate control of the great $300,000,000 National Reserve Association which Mr. Aldrich and the National Monetary Commission will urge Congress to create? "If anything like the Aldrich plan is to become the law of the land, the country banks will have to be shown that the system is proof against Wall Street domination, and that no loophole exists for the accumulation by one bank of huge blocks of stocks in affiliated institutions," wrote a New Orleans correspondent while the convention was in progress. Leslie M. Shaw, who was Secretary of the Treasury under President Roosevelt, is quoted as saying that the men in charge of the proposed National Reserve Association could well afford to pay off the National debt for the privileges conferred upon them, and the Salt Lake *Tribune* (Rep.) believes that "no one can fairly consider this scheme without coming to exactly the same conclusion." Nevertheless, with a single exception, the two thousand and more of the country's representative bankers assembled in New Orleans voted in favor of the Aldrich plan. The one dissenter was General William R. Hamby, president of the Texas Bankers' Association, who said afterward to a representative of the Philadelphia *North American* (Prog. Rep.):

> "This plan proposes to give a central bank a monopoly to fix the rate of discount on commercial paper throughout the country. Thus it would create a trust and be in violation of the Sherman Law. But that is a detail. It is proposed that the United States Government shall surrender to a private corporation the sovereign right to issue circulating notes.
>
> "It is in the control which this Aldrich plan would create over the business affairs of people in every walk of life that it is most objectionable. There is no question in the world that Wall Street could obtain control of the executive management of the proposed banking system. It seems to have been devised for the big city banks, and the country banks get nothing except what may filter down to them. . . . . . .
>
> "Panics do not start in the country. They begin in the great financial centers. To my mind, there is no doubt that this Aldrich plan has for its prime object the creation of a system which will enable Wall Street to continue doing all that it now does, and then, when trouble comes, to lean on the country for support.
>
> "The same interests which to-day fix the prices for oil and steel and sugar will be able to dominate the banking and credit operations of the country should this Aldrich plan ever become effective. . . . . . .
>
> "The machinery of the plan is elaborate, intricate, and throws many safeguards around the election of directors, but would not prevent selfish or corrupt financial interests from getting control of local associations and in that way of the central head, which is a contingency not too remote to contemplate.
>
> "With its laterals and branches reaching every section of the country and all under one corporate management, and once intrenched behind its financial fortifications and its vested rights for fifty years, the Aldrich bank would be the dominant factor in every political campaign."

The attention of critics is naturally concentrated upon this question of control, remarks the Springfield *Republican* (Ind.), which predicts that the battle in Congress over the final acceptance of the scheme "will be fought mainly at this point, for the popular feeling against a possible 'money trust' or against 'Wall Street domination' of the enormous banking facilities and reserves of the National Reserve Association need not be pointed out." These dangers were denied by Mr. Aldrich himself, however, in a speech before the New Orleans convention, in the course of which he declared the dominating principle of his scheme to be "cooperation, and not centralization." He gave the essence of the plan in the following paragraph:

> "It is proposed to organize the banks of the country into local associations and these into district associations, each with distinctive functions, and each with local self-government, and to organize all district associations in the National Reserve Association. The organization proposed is not a bank, but a cooperative union of all the banks of the country, for definite purposes and with very limited and clearly defined functions. It is in effect an extension or evolution of the clearing-house idea to meet the needs and requirements of the entire country."

A careful study of the plan, he went on to say, would demonstrate the utter falsity of the charge that he aimed to establish a "central bank," which might eventually come under the control of Wall Street interests. The Association is to be so organized, he averred, as to provide equally against the control of its operations "by political influences, local or national," or "by any corporation or combination of corporations, banks or otherwise, or by any individual or combination of individuals, in Wall Street or elsewhere, for selfish or sinister purposes."

By the standardization of commercial paper, he said, his plan would bring to the agricultural and wage-earning classes benefits even greater than those which the bankers would derive from it. This standardization, he pointed out, would make warehouse receipts on cotton, wheat, rice, and other agricultural products bankable in all the markets of the world, whereas to-day the farmer can secure no funds on such paper outside of the immediate community in which the products are stored. "Thus," he added,

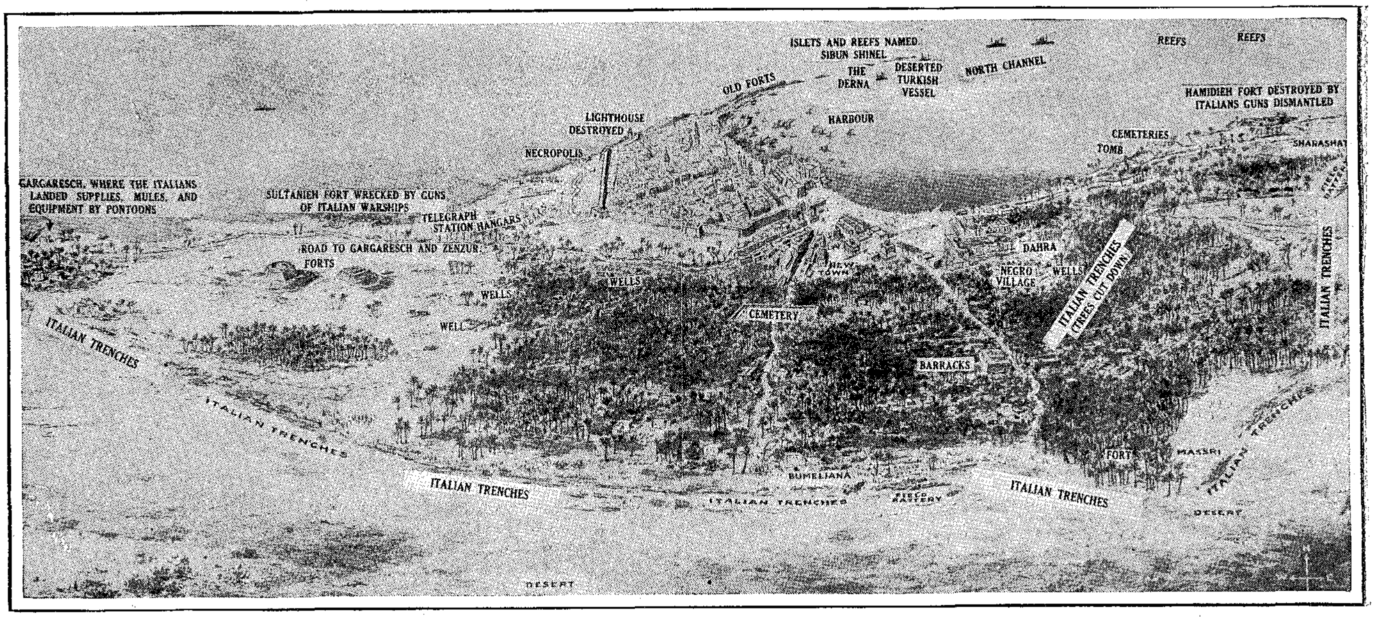
> "the proposed reform not only affects vitally the business interests and the bankers of the country, but even more so the farmers—the great productive forces which make for the development of the country more than does any other agency. And, too, it affects the wage-earners, the masses who are so vitally interested in everything that pertains to the distribution of credits and capital, and who under our present monetary system have absolutely no means of safeguarding themselves against loss."

Yet all these promised advantages to the people and all these precautions against Wall Street domination fail to allay the suspicions of some papers when they recall the devious ways by which concentrated capital achieves its ends. "It is obvious that some central authority must control the currency situation," remarks the Charleston *News and Courier* (Dem.), "but it is just as obvious that this central authority should be the Government itself, or be directly under the jurisdiction of the Government." The proposed Reserve Association, declares Speaker Clark, would be "an institute delivering into the hands of a few men the powers of life and death, not only over the bankers of this country, but over every business in the land."

Other papers, however, seem to think that we have already, lurking under cover, in this country a centralized and irresponsible "money power," and that the Reserve Association, organized in the open, would be preferable even if it fell short of the perfection its advocates claim for it. Thus in the Fort Worth *Record* (Dem.) we read:

> "Professor Laughlin, of the Trans-Mississippi Congress, demonstrated very plainly that at present there is centralization in banking, in that the great banks of New York and other financial centers now carry deposits of smaller banks throughout the country, and when stressful times come these smaller banks can not obtain their money and must in turn deny withdrawals and loans to their customers. That is what happened in 1907, when a panic was precipitated by unwholesome banking in New York alone, when banks everywhere else were in perfectly sound condition.
>
> "If the Aldrich plan will decentralize that centralization it will serve a great purpose."

FOREIGN COMMENT

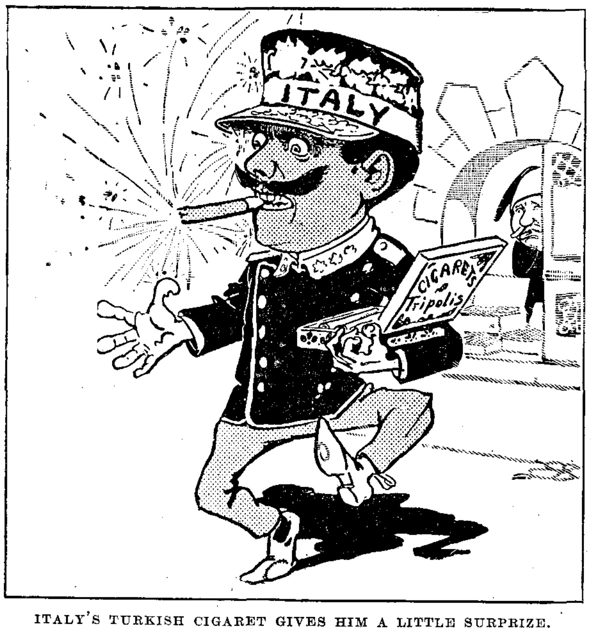

GARGARESCH, WHERE THE ITALIANS LANDED SUPPLIES, MULES, AND EQUIPMENT BY PONTOONS
SULTANIEH FORT WRECKED BY GUNS OF ITALIAN WARSHIPS
TELEGRAPH STATION HANGARS
ROAD TO GARGARESCH AND ZENZUR FORTS
LIGHTHOUSE DESTROYED
NECROPOLIS
WELLS
WELLS
WELL
ITALIAN TRENCHES
ITALIAN TRENCHES
ITALIAN TRENCHES
DESERT
OLD FORTS
ISLETS AND REEFS NAMED SIBUN SHINEL
THE DERNA
DESERTED TURKISH VESSEL
NORTH CHANNEL
REEFS
REEFS
HAMIDIEH FORT DESTROYED BY ITALIANS GUNS DISMANTLED
HARBOUR
CEMETERIES
TOMB
SHARASHAT
FIELD BATTERY
NEW TOWN
DAHRA
NEGRO VILLAGE
WELLS
ITALIAN TRENCHES (TREES CUT DOWN)
ITALIAN TRENCHES
CEMETERY
BARRACKS
BUMELIANA
ITALIAN TRENCHES
FIELD BATTERY
ITALIAN TRENCHES
FORT
MASSRI
ITALIAN TRENCHES
DESERT

From "The Illustrated London News."

A BIRD'S-EYE VIEW OF THE CITY OF TRIPOLI.

TRIPOLI'S VALUE TO ITALY

THE EUROPEAN press are naturally asking what a country like Italy wants with a piece of Northern Africa. Italy is a land of great fertility, and the olive and the vine flourish in Sicily, Calabria, and Basilicata. Tripoli and Cyrenaica, on the contrary, declare the Socialist press of Italy, are barren and sandy wastes, inhabited by hostile nomads incapable of assimilating the Latin civilization and the religion of the European peninsula. But now an experienced traveler, Mr. Guido Cora, who is well acquainted with this part of Africa, points out in the *Nuova Antologia* (Rome) several reasons why Italy should claim this section of the African continent. On the broadest grounds, he says, if only for preserving the balance of power in the Mediterranean, the Roman kingdom should stand on an equal footing with England in Egypt and France in Algiers and Morocco, more especially as Germany has recently claimed a part in the Kongo territory. Nor are these considerations all the inducements which lead Mr. Cora to vindicate his Government's expedition into Africa. He tells us that Tripoli and Cyrenaica are by no means the barren and profitless places which some writers suppose. Tripoli has three things especially which render her occupation valuable. She has agricultural possibilities, rich mineral deposits, and a geographical position that makes her the gateway of commercial traffic with Central and Southern Africa. Of the agricultural promise this land offers to the Italian peasant and farmer Mr. Cora writes:


ITALY
CIGARETS
Tripolis

ITALY'S TURKISH CIGARET GIVES HIM A LITTLE SURPRIZE.
—*Wahre Jacob* (Stuttgart).

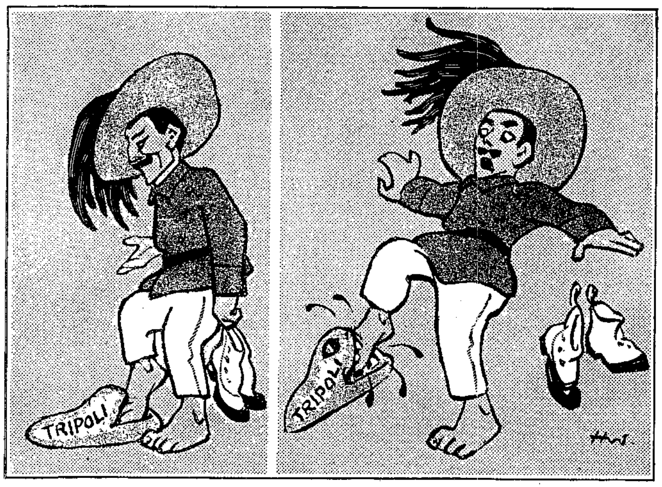
> "Among fertile zones of this region are to be reckoned the oases, in which date-bearing palms are chiefly cultivated, which are most fruitful where the subsoil is rich in water. . . . A careful calculation leads me to the conclusion, after actual observation, that Tripoli has a fertile area equal to the combined arable lands of Sicily and Sardinia combined."

Of the mineral wealth of this part of Africa, Mr. Cora tells us that while the regions hitherto explored by specialists are limited, it has been plainly demonstrated that the Syrtic district has large deposits of sulfur, and that in the coastal zone we hear of rich beds of phosphate. The salt pits of Benghazi, he remarks, "are likely to yield a greater revenue when they are better managed." This writer also thinks that the cretaceous formations of Tripoli and Cyrenaica promise fine building-material, and believes that there may be found "quarries of that African marble which was used so freely in the decoration of ancient Rome."

One of the main points this writer dwells upon is the great advantage to Italy and to Europe of Tripoli's position as furnishing a shorter postal route between India and the Mediterranean countries, "owing to the nearness of her coast to that of the Morea, Southern Greece, and Sicily," and he concludes as follows:

> "Taking all things into consideration, the conquest of Tripoli and its dependencies is well worth to Italy that which it costs her. It may not be one of the best parts of Africa, it is perhaps the least fertile of the northern section of the country. It is possibly for this reason that the other Powers have passed it by. Nevertheless, if the Government settles it with prudence, Italian tax-payers will have nothing to repent of in the new colonial policy, especially when we consider what might be their peril if those leagues of coast were occupied even by such friendly Powers as France, Great Britain, or possibly Germany."

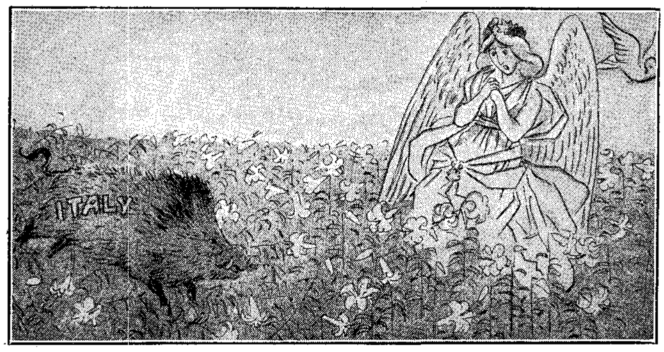
While Mr. Cora thus speculates in a spirit of optimism on the prospects of Italy in Tripoli, an English writer, who recently



HE THOUGHT OF TURKEY, BUT FORGOT THE TURK.
Ulk (Berlin).

roused attention by his powerful book on war as the "great illusion," especially as regards territorial possession, tells his readers in the London *Daily Mail* that Italy is acting with blindness and ineptitude. The only profitable thing to a nation, we are told, is the expansion of its trade. Mr. Norman Angell enlarges upon this point as follows:

"In the days of the sailing-ship and the lumbering wagon dragging slowly over all but impassable roads, for one country to derive any considerable profit from another it had, practically, to administer it politically. But the compound steam-engine, the railway, the telegraph, have profoundly modified the elements of the whole problem. In the modern world political dominion is playing a more and more effaced rôle as a factor in commerce; the non-political factors have in practise made it all but inoperative. It is the case with every modern nation actually that the outside territories which it exploits most successfully are precisely those of which it does not 'own' a foot. . . . .



SAD HAVOC AMONG THE PEACE LILIES.
—*Tokyo Puck*.

"All this diplomatic and military conflict and rivalry, this waste of wealth, the unspeakable foulness which Tripoli is revealing, are reserved for things which both sides to the quarrel could sacrifice not merely without loss but with profit.

"And Italy, whose statesmen have been faithful to all the old 'axioms' (Heaven save the mark!), will discover it rapidly enough. Even her defenders are ceasing now to urge that she can possibly derive any real benefit from this colossal ineptitude. For Italy, as unhappily for the balance of Europe, the substance will be represented by the increase of very definite every-day difficulties—the high cost of living, the uncertainty of employment, the very deep problems of poverty, education, government, well-being. These remain—worsened. And these—not the spectacular clash of arms or even the less spectacular killing of unarmed Arab men, women, and children—constitute the real 'struggle for life among men.' But the dilettanti in 'high politics' are not interested. For these, who still take their language and habits of thought from the days of the sailing-ship, still talk of 'possessing' territory, still assume that tribute in some form is possible, still imply that the limits of commercial and industrial activity are dependent upon the limits of political dominion; the struggle is represented by futile collisions which leave every real problem worse than they found it.

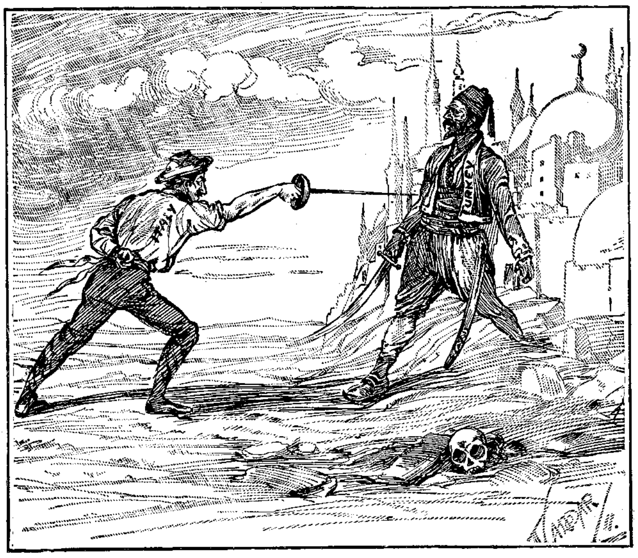
"Is it not time that the man in the street—verily, I believe, less deluded by diplomatic jargon than his betters, less the slave of an old, obsolete phraseology—insisted that the experts in the high places should acquire some sense of the reality of things, of proportion, some sense of figures, a little knowledge of industrial history, of the real processes of human cooperation?"
—*Translation made for* THE LITERARY DIGEST.

FRENCH FAILURES IN ALGERIA

WHILE TRIPOLI is going through the civilizing process at Italy's hands, it is interesting to glance at other regions in northern Africa that are being "redeemed from barbarism," and see how the natives like the operation. The Romans made citizens of their Iberian and Gallic subjects, and threw open to them the highest offices in the state. The French seem to have fallen short in this particular, and the Arabs and Berbers between Sahara and the Mediterranean, instead of welcoming the new era of enlightenment, are folding their tents and stealing off into Syria. We learn on the highest authority that Algeria, with a former population of some five millions, is being drained by emigration. The taxes and laws respecting the aborigines are more than the Algerians can stand, and they are hurrying off to join their Mussulman kindred beyond the eastern frontiers of Egypt. Such is the statement made both by Parisian and Algerian papers. "The exodus," says the *Économiste Français* (Paris), is "a notable one." in the *Écho d'Oran*, a French journal edited in Algeria, we read that "the natives are very discontented." They complain, we read, of being crusht under the weight of excessive imposts. The tax-gatherer puts a value on their crops in May. He never considers whether they ripen or not. Taxes must in any case be paid. The oppression of the law courts is also bitterly resented, and the law governing the rights of the native, which is excessively strict, is execrated.

A leading member of an Algerian tribe was recently interviewed by Mr. Eugène Gross, editor of the *Écho d'Oran* for the purpose of learning whether there were any serious grounds of complaint against the French Government in its administration of the African province. Mr. Gross reports that the information he obtained is all the more remarkable because the statements reported were made deliberately by a man of importance in the country "who spoke thoughtfully and slowly, weighing well his words." In the first place this Arab speaks of the representative assemblies, municipal councils, and general councils, and he asks:

"Are the natives really represented in these bodies, even after it is pretended that universal suffrage has been established?

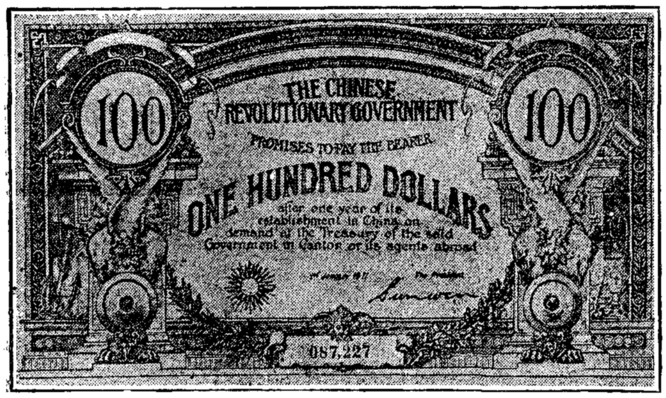


"WESTERN CIVILIZATION!"
—*National Review* (Shanghai).

> How can we forget the pressure which the Government openly brings to bear in the election? Do you see many of the most highly educated natives come forward as candidates? No. They do not even attempt to enter the contest, feeling quite certain of a rebuff. Such men are not desired in the assemblies; pliant puppets are preferred."

Then he gives some insight into the tax grievances of the native, saying:

> "The collection of the revenue is a terrible weapon in the hands of the administration. The local magistrate resorts to any measure to secure payment. He enforces the law without seeking to know whether the person called upon is in indigence, perhaps in actual beggary, but forces the wretch to sell the last covering he has for his children in order to pay the tax. Five or six years ago an unfortunate native of Tlemcen, absolutely penniless, was for this reason thrown into prison. He was sick, being in a decline. It was thought, perhaps, that some of his relations would advance the money. But he died in jail two or three days later. When taxes are lowered or remitted the municipal officers show themselves very considerate to Europeans, but forget the claims of the natives. . . . We are forced to pay exorbitant imposts by which Europeans alone are benefited. Further than this, if a native has a dispute with a Frenchman, a Spaniard, or a Jew, he is immediately arrested and thrown into jail. No trouble is taken to find out the rights of the case. No time is given the prisoner to explain. The police treat him with the extreme rigor of the law."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THE CHINESE REVOLUTIONARY GOVERNMENT
PROMISES TO PAY THE BEARER
ONE HUNDRED DOLLARS
after one year of its establishment in China on demand at the Treasury of the said Government in Canton or its agents abroad
087,227
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CURRENCY OF THE CHINESE REVOLUTIONARY GOVERNMENT,
Payable "after one year of its establishment in China."

The greatest grievance of all, however, is the denial to the Algerians of political liberty, such as the poorest in the United States enjoy, without distinction of race. The Berbers and Arabs of Northern Africa are not savages; they are capable of appreciating French civilization and literature, yet the prominent native interviewed by Mr. Gross gives the following description of their treatment:

> "Our intercourse with the French, the advantages of which we gratefully acknowledge, has taught us to love liberty, and yet we are denied the enjoyment of it. From French books and journals we have learned the magnificent declaration of the rights of a man and of a citizen, yet in the provisions of this declaration we are to have no part. But hardest of all, a tax of blood is exacted from us and we are compelled to submit to obligatory service in the army. Yes, we are thought nothing of, we are humiliated in every way, we have no rights, and they take from us even our sons. You will thus understand, and all the world will understand, why thousands of our coreligionists have preferred, under such conditions, to emigrate from Algeria."

The French make it next to impossible for Algerians to attain the franchise and the speaker quoted above complains as follows:

> "In order to become French citizens at this time we have to give up our religion and its laws which we consider essential to our social and personal life. . . . I beg you will understand that it is not the blood-tax which terrifies us. It is the Arab's nature to be a soldier. This we showed in 1870, and more recently in Morocco. But we desire, if not compensation, yet one single recompense for enforced military service. We wish to be treated as Jews are treated. We wish to be citizens of France."—*Translation made for* THE LITERARY DIGEST.

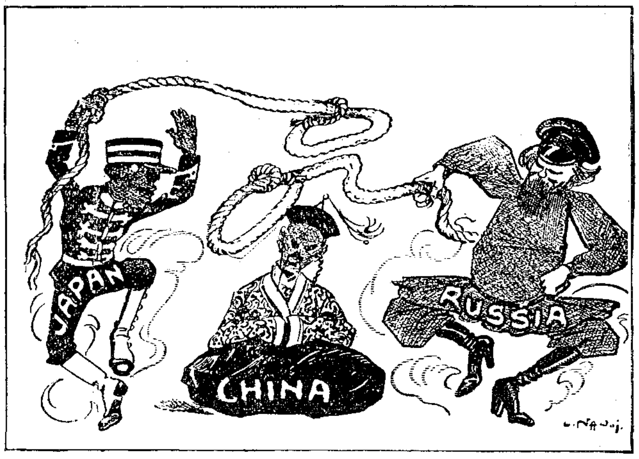
CHINESE SUSPICIONS OF JAPAN

THE PEKING *Daily News*, the English organ of the Chinese Government, has been blaming Japan for the present uprising on the Yang-tse. At first this journal went even so far as to intimate that Japan was hand-in-glove with the insurgents. This invective, however, has been toned down to a milder theory that, inasmuch as most of the insurgent leaders were educated in Japan and became enamored with revolutionary ideas while in that country, Japan must be held responsible for their activities. This argument, says the Peking correspondent of the Tokyo *Asahi*, has found favor among American residents in the Chinese capital, and he adds:

> "This attitude of Americans has occasioned much uneasiness among the Japanese in Peking. Such accusations directed against the Japanese are as unreasonable as they are illogical; and can only recoil upon those who advance them. If we are to blame for such flimsy reasons, is not America more to blame, for the gigantic loan made to China at American initiative was directly responsible for the Chinese measure of nationalizing the railways, which precipitated the present political upheaval?"

The *Jiji* (Tokyo) admits that there are among the insurgents many Chinese who at one time or another studied in Japan. Even the Tzu-Cheng-Yuan (National Assembly) at Peking, with the exception of those members appointed by the throne, consists mostly of men who were educated in Japan, and these men almost invariably assume a censorious attitude toward the Government. But that simple fact furnishes, this journal protests, no ground for the argument that Japan is the instigator of the revolutionary movement. In its own words:

> "As a matter of fact most Chinese students educated abroad, whether in Japan or in America, in England or in France, are imbued with revolutionary ideas. As their eyes become opened to the integrity and efficiency of the governments of other countries, they can not help growing dissatisfied and discontented with the existing state of administration in their own country. This is as natural as the law of gravitation. Small wonder that even those Chinese students who are sent abroad by the Government often secretly join hands with revolutionists, and employ the knowledge and learning which they acquired at the expense of the Government, not for the consolidation of Manchu rule, but for the advancement and propagation of revolutionary thoughts. If more revolutionary Chinese come from Japanese schools than from the schools in other countries, it is not because our schools are nurseries of radicalism, but because more Chinese students come to these shores than to any other country."



CHINA IS BETWEEN TWO NOOSES.
—*Mucha* (Warsaw).

Other Tokyo newspapers, such as the *Hochi* and the *Yorodzu*, denounce the suspicious attitude of the Chinese Government on the present occasion in more vigorous terms. It is just such petty jealousies, they assert, which often alienate foreign sympathy from China.—*Translations made for* THE LITERARY DIGEST.

BRITAIN'S DOWNFALL FORETOLD

PERHAPS the Germans would be sorry to hear that England's sun is setting, but one of their own editors evidently doesn't think so, for, in the *Deutsche Rundschau*, we find a slashing article, proving that the British Empire is on the rapid road to ruin, from the pen of Count Vay von Vaja, a Hungarian nobleman of prominence and literary eminence. He is a member of the House of Lords and of the Reformed Church Synod of his native land. He declares he is a friend and admirer of England, where he has traveled a good deal. So evidently he speaks "more in sorrow than in anger" as he deplores the passing of "the Victorian Era," which was glorious "in the material well-being of a gigantic empire" as that of Elizabeth was in "intellectual greatness." He dates the time of decline from the Boer War and says:

> "That terrible war was indeed finally decided in favor of the English. But at what a price! By that agonizing struggle the whole nation was shaken and the Achilles heel of England's war-system laid bare. The hitherto undimmed halo of British warlike glory vanished like a shadow or a reflection in one day. Other and younger nations sprang into preeminence with unexpected rapidity. Germany and the United States of America showed themselves formidable rivals to England, not only from a political point of view, but in the domain of commerce. The markets of the world were no longer monopolized by the English."

The result was that England grew demoralized and discouraged. Emigration to America had opened English eyes to broader ideas, and to the desire for freedom. These ideas begot the Labor party, which sent representatives to Parliament and propagated Socialism. The Socialists in public speeches treated Parliament as a "mere coterie"; the Ministry was "no safeguard to political freedom," it was a ring of "bandits or tricky charlatans." "The crown was a sinecure, a burden on the people which should be abolished for the good of the country." The Government tolerated these utterances from motives of prudence, but the result of them was that "the Government, the law, the Army, the Court, all, in short, which people had been taught to respect, were openly treated with contempt." This was anarchy, and the Count thinks that altho Russia and North America have their anarchists, "it is undeniable that the activity of anarchism has reached its highest point of danger among the working classes of Great Britain."

The change in the lower orders was followed by what this writer styles "the anarchy of the aristocracy and upper class." Political life is degraded, statesmen are deteriorating, demagogs and sophists have taken the place of the Disraelis and Gladstones of another era. The tide of social and moral anarchy is setting in, as is shown in "the contrast between the dignified Court of Queen Victoria and that of King Edward VII. and his 'smart set.'" To this set "America, Australia, South Africa, India furnished their share of nabobs, *nouveaux riches*, financiers, etc." "The contagion of the royal Court spread abroad." "The most trifling usage of the King was looked upon as establishing an inviolable rule of conduct." The Court of Victoria "was founded upon the noble principle 'God and my Right'"; in that of Edward VII., "people seemed to prefer the saying, 'After me the Deluge.'"

But the most fatal sign of England's decadence is the predominating influence of the American woman in society, of which we read:

> "American women are clever in adapting themselves to English forms and customs. Externally they can make themselves exact copies of an English pattern, and on great occasions, when they don the antique costume of the peeress, they produce a fine impression. But the individuality remains out of harmony and through all shows the spirit of the 'Yankee.'"

Under the influence of these enchantresses, "English morals and English customs disappear, superseded by those of America. American shops, American products, and often American bars are found in every town of Great Britain." The Count thus continues his melancholy story:

> "That Americanism makes itself felt in the most exclusive English circles is shown by the fact that so many lords and other men of title have married heiresses from the United States. In this way some of the highest in the land have received a tincture of Yankee blood, which has influenced the character of the present generation—by no means to their improvement. Frequently these new tendencies flash out in the dispositions of the young. Old principles become unintelligible to them, and old traditions are accounted idle. There is no respect for anything which interferes with the whim of the individual. All restraint and sense of obligation and duty are flung aside. Everybody looks upon himself as an independent personality, and regards life as a sort of theater, in which to indulge in pleasure and dissipation at his own sweet will. But in order to enjoy himself in this way a man needs money and a large supply of it. Hence the obtaining of money has become the loftiest aspiration of the higher English society. In former times a man valued his position and was proud of his ancestors' renown, but now a man boasts only of his wealth. The best known families are lost sight of among millionaires of the most doubtful birth."

From this American influence, says this representative of the haughtiest nobility in Europe, springs what he calls England's "worship of the Golden Calf." Men despise work, he says, whether it be in politics or in the Army. "The political official or the military man is not considered to have embraced a career of the first rank." "People are shortening the hours of toil and prolonging those of recreation." "Even Sunday is no longer a day of rest." The consequence is that as "deterioration shows itself in private life long before it infects the public administration, so corruption has seized upon the moneyed class first." The result must be "an enfeeblement of the race, of the character and moral habits, accompanied by a laxity of religious principles which is spreading far and wide."

He concludes by comparing the splendor of the late coronation to a mirage, a *Fata Morgana*, rising up amid the luxury which rivals the dreams of the Arabian Nights. He speaks of Westminster Abbey, crowded with "princes from East and West, nabobs and multimillionaires, with their gold and silver, their priceless jewelry." Never was a coronation so gorgeous. "Who would have suspected what was lying in ambush behind the scene and hidden by the trap-door in this magnificent spectacle?"—*Translation made for* THE LITERARY DIGEST.

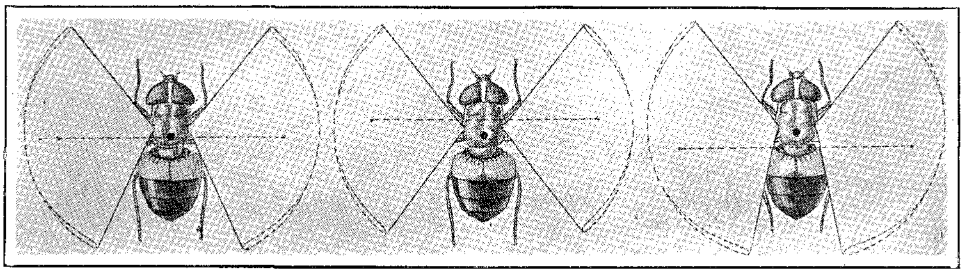
CENSORSHIP OF THE PRESS IN TURKEY—Little news of the Italo-Turkish War can be gathered from either Italian or Turkish papers. Why Constantinople organs are reticent is explained by the decree of Shevket Pasha, which is to be enforced by law. *The Orient* (Constantinople) quotes this decree as follows:

> "Despite the communications sent out hitherto, information continues to appear in the public press [of Turkey] regarding the operations in Tripoli which might be detrimental to the interests of the country. Explicit notice is therefore hereby given for the last time that the following provisions must be observed, and that any neglect of these provisions in future will be considered contrary to patriotic duty and will, in consequence, be severely punished.
>
> "1st. The locations in Tripoli occupied by the military detachments and by volunteers shall not be mentioned, nor the date of departure or arrival of troops moving from place to place. Only general and vague phrases shall be used concerning the numbers of these troops; such as, 'Very numerous, numerous.'
>
> "2d. It shall never be mentioned that officers, ammunition, or money have been sent, will be sent, or have arrived.
>
> "3d. Nothing shall be written as to the number of cannon or mitrailleuses, or the number of regulars and volunteers who take part in battles that have taken place or will take place, or as to the means of transport.
>
> "4th. Nothing shall be written as to the method of correspondence as between Tripoli and Benghazi, nor shall any insinuation be made on this subject."

SCIENCE AND INVENTION

AN AVIATION LESSON FROM INSECTS

WE SHOULD have fly-men instead of bird-men; that is, aviation should strive to imitate the mode of flight of the two-winged insects or diptera, instead of that of birds. Only by so doing shall we avoid the heavy price in human lives that we are now paying for our knowledge of aerial navigation. So we are told by Dr. Jousset de Bellesme in an article on "Aviation and Insects," contributed to *La Nature* (Paris, September 30). The writer complains that his exhaustive study of the balancing mechanism of the diptera, made some time ago, has not received sufficient attention among aviators. If these gentlemen desire to avoid "taking headers," with fatal results, they must study the device by which the common house-fly, for instance, avoids the same accident. We read:

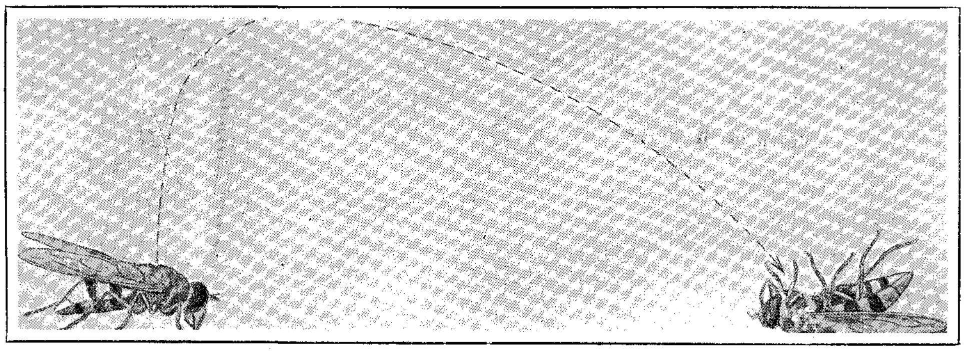


HOW A TWO-WINGED INSECT ALTERS THE POSITION OF ITS SUSTAINING AXIS (THE DOTTED HORIZONTAL LINE) BY LIMITING ITS WING-STROKE WITH THE BALANCERS.

"If we examine flying creatures, we shall not find a single one that ever upsets. This is food for reflection and makes us think that there may be some defect in the present construction of aeroplanes.

"This defect is the lack of good aerial equilibrium, which all flying animals possess. . . . . .

"It would seem that the aviators from Icarus down have all been hypnotized by bird-flight and have endeavored to reproduce it. By reason of the peculiar conditions and the anatomical complexity of these creatures, this is the worst model that could have been chosen, and the most unrealizable.



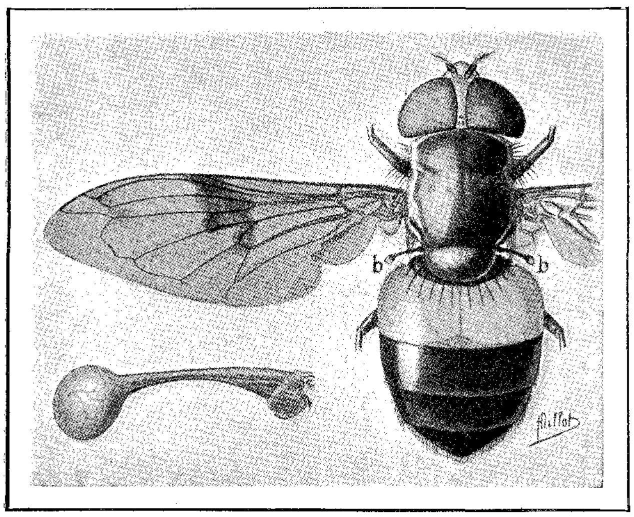
INSECT DEPRIVED OF ITS BALANCERS TRYING TO FLY AND TAKING A SOMERSAULT.
The upsets of aviators may be due to the lack of some such mechanism as every fly possesses.

"There are other flying creatures, such as insects, whose flight resembles closely that of an aeroplane. . . . Flies and the like are classified as *diptera* because they have only two wings, but to make up for this they are furnished with a device . . . called by naturalists the balancer, consisting of two small rigid rods ending in a sort of button. . . . . .

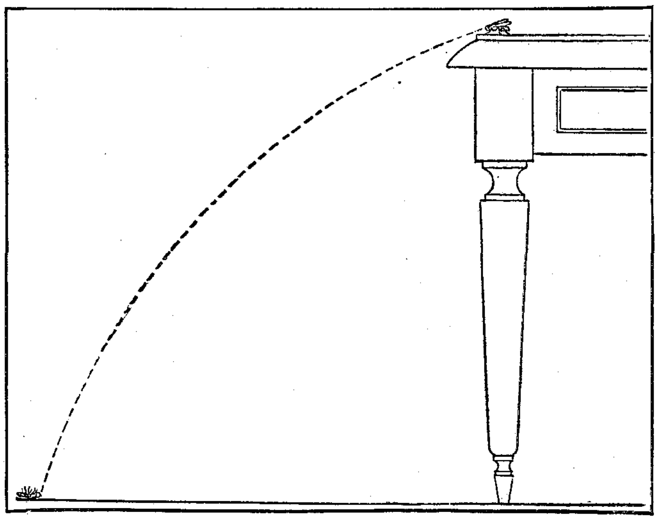
"The numerous experiments that I have made with this organ have shown me that *diptera* deprived of their balancers do not lose their ability to fly, but that they lose only the power of directing their flight, which becomes fatally inclined downward."

Why this result? The insect, Dr. Jousset goes on to say, may be regarded as suspended on a line passing through the centers of action of its two wings. It may oscillate about this as about an axis, and its center of gravity must always be directly below, if there is to be good balance. The *Hymenoptera*, such as bees or wasps, are able to shift this center of inflection of the abdomen and legs, but the *diptera* can not do this; they therefore require the balancer, by whose use they are able to lessen the wing-stroke, as with a brake, and thus shift the axis of sustention, bringing about the same result in a different way. The writer has been able, by adding weights to the bodies of insects deprived of their balancers, to shift the center of gravity and thus restore their powers of steady flight. Aviators should study these facts, he says, and adds:

"Constructors, instead of striving for fantastic speeds, would better occupy themselves with the aviator's safety."



ENLARGEMENT (6 TIMES) OF INSECT, SHOWING BALANCERS (*b b*).
At the left is one of the balancers greatly enlarged.



INSECT DEPRIVED OF ITS BALANCERS,
Trying to fly from a table.

ELECTRIC STIMULATION OF PLANTS

EFFORTS to hasten the growth of plants by the use of electricity have been made in various ways for nearly a quarter of a century, but it is only quite lately that they have seemed to promise extended practical use or commercial success. Now, however, it looks as if the effects of electric radiation would soon be commonly added to those of solar radiation in the stimulation of plant growth. Dr. Lyman J. Briggs and a staff of assistants have been doing work along this line on an experimental farm at Arlington, Va., and some striking experiments with high-frequency currents, under the auspices of the United States Department of Agriculture, have just been completed by Richard Gloede, a landscape-gardener of Evanston, Ill., in a greenhouse fitted with every facility for making accurate and reliable tests of the action of growing plants under the stimulus of electricity. Of the latter *The Electrical Review and Western Electrician* (Chicago, November 11) says:

DR. LYMAN J. BRIGGS AT WORK.

He is a government expert in the use of electricity to aid plant-growth, and is here seen stringing wires at the experimental farm at Arlington, Va.

"Experiment work was started early in the spring of the present year, and the tests are just at this time drawing to a close. Stimulation of the plants under cultivation was obtained by high-tension electric currents. In the preparation of the hothouse beds, a single galvanized-iron wire was embedded in the soil previous to setting in the plants. Suspended about four feet above the flower-bed, or 'bench,' as it is technically called, was placed a network of wires put together so as to form about a twelve-inch mesh. At frequent intervals along this network short brass chains were suspended. The entire screen of wires was carefully insulated from the structure upon which it was stretched.

"In operation, two wires lead from the source of energy, one of which is attached to the conductor embedded in the earth, while the second wire is joined to the overhead network. Very high voltage and frequency are used, an electrical field being produced in the space occupied by the flower-beds. In this way plants which are growing in the flower-beds are directly under the influence of the electrical field.

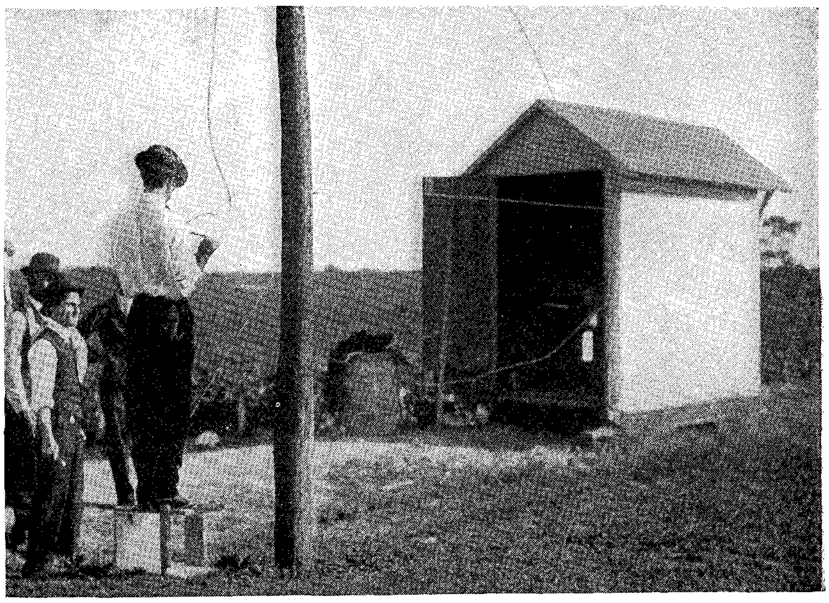
"The apparatus utilized for the production of the high voltage consists of a transformer and a frequency changer. The outfit is connected to the secondary lines of the North Shore Electric Company, the local electric-service company, which delivers the power at 110 volts and 60 cycles. The current first passes through a frequency changer. This raises the frequency from 60 to about 600 cycles, after which the electric current passes through a large transformer, which steps up the voltage to about 250,000. It is this voltage which acts on the growing plants. The present machinery consumes about four horse-power, being adapted to a twenty-acre field.

"The results of the tests made are truly remarkable and have exceeded the expectations of the experimenters. It is interesting to note the growth of chrysanthemums, a large number of which are annually grown by Mr. Gloede for the Chicago flower-markets. When the plants were first set out, two beds were prepared side by side, and exactly alike, except that one bed was wired for electrical treatment, while the other was not. The bench which was not wired was planted with a select lot of shoots while the 'electric' bed was filled with the culls and weak plants which had been discarded from the first lot. The latter bed was kept constantly under the influence of the electric current while the other was allowed to grow in its natural way.

"It was early noted that fungus growth, which is so prevalent in hothouse soils and is responsible for the death of large numbers of plants, due to its parasitic growth on their roots, was in turn attacked by the electrical waves and in a short time entirely disappeared. The plants, however, were not adversely affected, and began to show a rapid growth. It was found necessary to pinch their tops off several times in order to keep the stalks down to a marketable height. In addition, it was observed that the electrically treated chrysanthemums were much hardier than the naturally grown plants."

In commenting editorially on these results, the journal in which the above account appears notes that electric stimulation of growth is a property of both vegetable and animal species. A similar effect upon human life is reported from Germany, where experiments to see whether school-children would show any reaction to the presence of an electrostatic field in the schoolroom indicate not only acceleration of physical growth but also mental stimulation, resulting in more active response to intellectual instruction. The writer goes on:

"The successful results in plant-stimulation seem to accompany the presence of a high-tension field, either direct or alternating in character. In Mr. Gloede's experiments one terminal of the source was buried in the ground under the plants, the other being connected to an overhead network. A transformer was used to furnish the high voltage. In the recent English experiments a static influence machine was utilized and even higher voltages applied. The latter would seem to be the more economical method of application, since the principal power consumption is due to leakage. The direct losses are the friction of the moving apparatus and the losses in the driving-motor. These are undoubtedly less than the losses entailed in Mr. Gloede's frequency changer and transformer, which are stated to consume several horse-power."



THE "POWER-HOUSE" AT ARLINGTON.

THE CASE FOR THE STEEL CAR

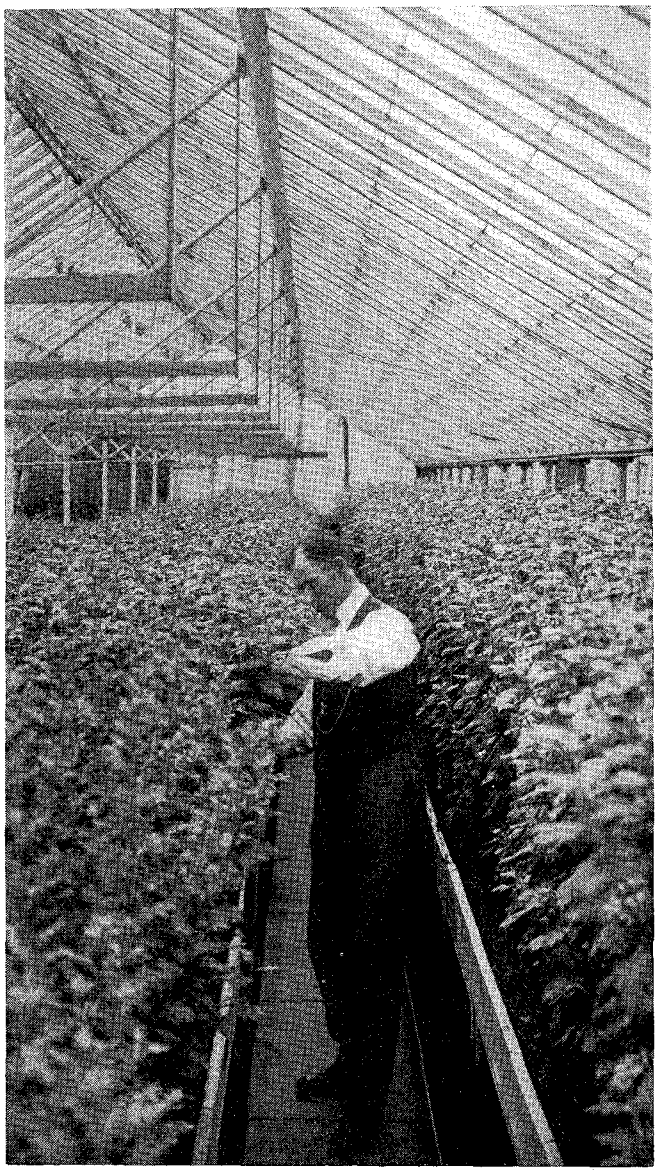
A RAILROAD WRECK in Indiana a few months ago proved to the satisfaction of *The Hardwood Record* that wooden cars are safer than steel ones. Now a wreck in New Jersey, on another division of the same road, is seized upon by the daily press as proving just the opposite. On November 17, a fast train from Philadelphia for New York took a cross-over near Monmouth Junction, N. J., at a speed of fifty miles an hour, with the natural result that it left the rails and tore up the track for a long distance until the locomotive rolled over into the ditch. The coaches were of steel, and, as one report has it, "not a window-pane in the passenger-cars was broken, and not a passenger sustained any injury." Says the New York *Times:*

> "Wooden cars would have been telescoped and smashed, and many of their occupants would inevitably have been killed or severely injured. A stronger argument in favor of the desirability of replacing all the old wooden passenger-cars with improved steel cars of the most modern type has not presented itself."

The New York *Press* is convinced of the same truth by this accident, and would have the Government compel the roads to retire the wooden cars and run only steel ones; and *The Tribune* says similarly:

> "Thousands of lives have been sacrificed to the long-standing habit of transporting passengers in wooden cars, which in case of a collision would telescope, split up, and quickly take fire. Inertia and false ideas of economy still keep wooden cars in use on many railroads, in spite of the fact that the practicability of using only metal cars, uncollapsible and unburnable, has been fully demonstrated. But the annual roll of avoidable killings and maimings is getting shorter; for there is no longer a good excuse for a railroad's taking chances with the old-style construction when the immense superiority of the new is established to the satisfaction of the traveling public. . . . . . .
>
> "Steel cars cost more than wooden ones, but when the great crises in railroading come they well repay the extra cost. It is better economy to have all-steel equipment than to pay out hundreds of thousands of dollars in damages for loss of life and injuries to travelers. Safety is the highest ideal in railroad transportation. It is also the most profitable policy. The railroad which can show a train derailment like that at Monmouth Junction without the slightest injury to a passenger needs no other advertisement to win the patronage of a discriminating public."

In *The Manufacturers' Record* (Baltimore), Mr. A. W. Eckberg replies at considerable length to *The Hardwood Record's* claim for wooden cars, and after arguing that the fine showing of the wooden coach in the Indiana wreck was due more to luck than to merit, he goes on to say of the two types:



By courtesy of "The Electrical Review and Western Electrician."

INTERIOR OF ELECTRICAL GREENHOUSE,

Showing network (at the left) over plants to aid their growth.

> "In almost all wrecks of wooden cars a great many of the people injured or killed are struck or pierced by splinters from the wood, which are evidently flying in all directions. This would not happen with steel cars, because the steel would not split up and cause such injuries.
>
> "It is fully as important to have the cars fireproof nowadays, in spite of the electric light and steam heat, as it ever has been. A case illustrating this point was the wreck on the Lehigh Valley Railroad some months ago, when an excursion train was derailed and came in contact with some oil-tanks standing along the track, flooding the wreck with oil, which caught fire and burned fiercely, the wooden cars, of course, adding fuel to the flame and causing the death of eight persons out of eleven killed. . . . . . .
>
> "As to steel cars being noisier than the wooden cars, the writer knows from personal experience that such is not the case. How many travelers in a Pullman car have not been kept awake practically all night on account of the creaking of an old wooden sleeping-car, where all the joints in the wood, from the constant moving of the train, keep up a continual noise! This danger is not so apparent, if not wholly obliterated, in the car of steel construction. If this question was put to a vote, no doubt the majority of experienced travelers would give a statement in favor of the steel cars as against the wooden cars."

Any one familiar with steel-car construction, Mr. Eckberg goes on to say, knows that insulation against heat or cold is well provided for, both by the hollow-wall construction and by a special insulating-felt. Comparison between a hot tin roof and a modern steel car he believes to be absurd, since the tin roof is stationary, while a steel car at a speed of from thirty to fifty miles an hour is cooled by the draft. He goes on:

> "It is also a fact that the all-steel passenger-cars were not ordered and put in service until exhaustive tests had been made in which they were found satisfactory and superior to the wooden-constructed cars. The very fact that the Pennsylvania Railroad has put in service more than 2,000 cars speaks well for it, and other large railroad systems are following suit.
>
> "It is also a fact that the steel interior finish of a car is more sanitary and of a more pleasing appearance than a wooden car. The steel cars are more easily kept clean, which can be verified by asking any of the crew of any given train in the steel cars.
>
> "The all-steel dining-cars are much preferred by the porters and conductors to the wooden cars. The porters of the Pullman sleeping-cars find them much more convenient and easy to take care of, and we believe that any passenger will prefer the all-steel cars and be more comfortable on account of the added sense of security in case of accident which such a car would give him.
>
> "Naturally the idea of giving up wood for interior finish will die hard, and be fought against by the hardwood interests. But the fact remains that the practical car-builders and the officers of the more prominent railroads who have given the matter close study are all in favor of the steel-car construction, so that without a doubt the steel car has come to stay, and to be a factor in more safe and comfortable railroad travel."

CLOTH FROM STINGING NETTLES

THE FAIRY-TALE of the princess who freed her seven brothers from enchantment by making them garments woven from graveyard nettles shows that it has been known for centuries that the stalk of the common nettle contains fibers capable of being woven into a coarse cloth. But this fabric was so rough, harsh, and ugly as to be utterly unattractive compared with those made from flax, or cotton, or even from hemp. Treated like flax, the nettle yields a stiff, coarse, woody fiber of dirty-brown color and great strength, the latter being seriously weakened, however, by the ordinary process of bleaching.

For many years there has been a steady search in European countries for vegetable fibers suitable for cloth-weaving, with a view to freeing the textile industries from dependence on the American cotton market, and from the fluctuations due to speculation. The introduction of fibers such as "ramie," extracted from the large Asiatic nettles, drew fresh attention to the possibilities of the common domestic nettle. In 1876 a German Commission, composed of prominent chemists, technicists, and botanists was appointed to investigate the subject; but the problem was not solved, the difficulties of freeing the fiber from the woody parts of the stem without injury and without too great expense of handling seemed insuperable.

At last, however, we read in *Prometheus* (Berlin), as a result of private experiments, a feasible commercial process has been invented and made public after a two years' testing which gave excellent results. The method of treatment is both simple and inexpensive, yet so rapid and effective as to yield a supply of smooth, bleached, spinnable yarn in about eight to ten hours' time from the green plant to the salable product, and at a price considerably less than that of raw cotton. Into the question of expense of production, a question which, of course, must chiefly determine the possible rivalry with cotton, various factors enter. One of the chief of these is the nettle's botanical character and habit of growth. It grows wild everywhere in the most unfavorable circumstances, even crowding out nearly all other weeds, because it comes up early and grows rapidly. Then, too, it gives a large yield per acre, with the further advantage that the closer the growth the fewer the twigs, the longer the main stem, and, consequently, the greater the length of the valuable fast fibers. We give in brief a description of the operation as detailed in *Prometheus:*

"The nettles are harvested twice a year, at the end of June and the end of September, with mowing machines. They lie in the field to dry from two to four days, and thereby lose the power to sting, since the stinging hairs are active only while the plant is green. They can now be handled like flax to remove leaves and twigs. The naked stems are then boiled in dilute soda-lye in open kettles for half an hour or so, until the fiber begins to loosen, when it is separated by a revolving brush-machine. The process of refinement is completed by repeated boilings of short duration in the dilute lye under high pressure, and by thorough washing, also under pressure. The product now consists of perfectly clean, 'degummed' lustrous fibers of a yellowish tint. Proper bleaching methods change this color to dazzling white, at the same time heightening the natural luster.

"It is now ready to be treated like other textile threads, combed, corded, and spun. The fibers have an average length of 25–30 millimeters; cotton fibers vary from 15–38 millimeters. The breadth is .05 millimeter. The ends of the fibers are spoon-shaped, which seems a specific character.

"The finished yarn is as soft and smooth as flax, with only a slight 'woodiness' remaining, much less than that of hemp, jute, and the like. The strength is much greater than that of most vegetable fibers, even usually surpassing that of hemp, and there is a beautiful silky brilliance. It is suitable for damask on account of this brilliance, and can be used either alone or mixt with other threads for other fabrics, being specially suitable for rich heavy goods, such as upholsteries, brocades, ribbons, etc.

"There are various by-products, which decrease the initial cost. Thus the leaves and twigs make excellent fodder, gum and resin can be extracted from the lye, and the short threads are used like cotton-waste for wadding."

It is predicted that the nettle will henceforth be of increasing importance both to agricultural and manufacturing interests, and that a plant humble and despised, not to say feared and disliked, may become one of the valued and useful friends of humanity, exemplifying once more the famous saying that "a weed is a plant whose virtues have not been discovered."—*Translation made for the* Literary Digest.

BODILY SIGNS OF KNIGHTLY DESCENT

IS IT POSSIBLE for the customs and habits of a social class, persisted in for generation after generation, to leave their impress on far-distant descendants, long after those customs have ceased to be? At least one French authority believes that he can trace in modern families the marks of descent from armor-bearing ancestors. Dr. P. Baroux, who writes in the *Revue Scientifique* (Paris), says that when he has found these marks on families not now in good social position he has discovered on investigation that they were of gentle descent. Foremost among marks that Dr. Baroux considers to be "stigmata of chivalry" are the so-called "birthmarks," known by anatomists as *nævi*, when found on certain regions of the body.

The writer goes on to show that the casque or headpiece worn by warriors in the age of chivalry would be likely to irritate the cheek and neck in precisely those regions where he has found the "birthmarks" that he believes to be "hereditary marks of knighthood." The argument is too long to follow here, but it seems plausible. One can not, of course, take the final step in it without believing that acquired characteristics may be inherited—a much-controverted question in biology, answered by most Darwinists in the negative, but by many French scholars, who are rather of the school of Lamarck, in the affirmative. Baroux would thus have us believe, not perhaps that the wearing of an armored headpiece by one individual would affect his descendants, but that such a headpiece, pressing against the necks of generation after generation in an armor-bearing family, finally ended by producing results hereditarily transmissible to generations that had ceased to wear it. Likewise transmitted were other peculiarities, he thinks, such as what he calls "the martial hand"—the modifications engendered by constantly wielding a sword. He writes:

"This hand, while normally formed on its back, is much swelled on its palmar side by exaggeration of its flexing muscles. In its appearance it resembles that of masons and laborers who also, in handling trowel or pick, or in driving the plow, have frequently to clench the fist and bend the fingers as in the exercises of arms. All, as might be foreseen, have powerful grips. There is one difference, however. When the arms are held at the sides, as in walking, the masons and farmers turn their hands backward, in 'pronation.' The sons of soldiers, on the other hand, hold them parallel to the axis of the body, by simple tension of the supinator muscles, so necessary in the movements of external rotation required by the handling of the sword.

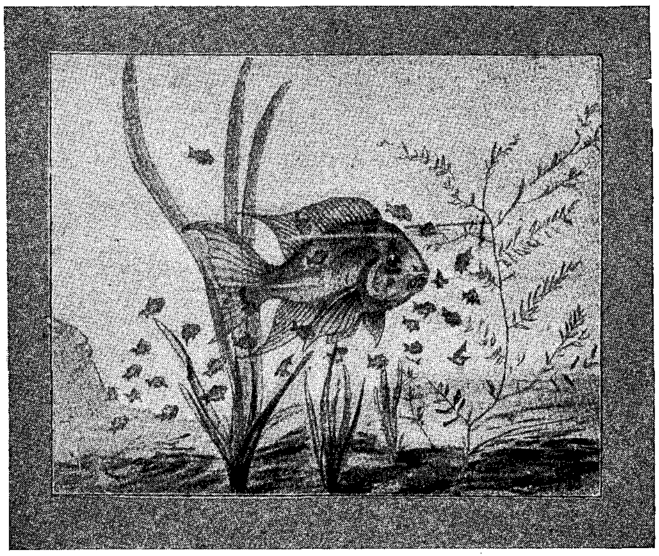
"This fact did not escape so clear an observer as Balzac, who has formulated it in these terms: 'In families where the occupation of arms is traditional, it communicates to the men a sort of distinction of bearing and to the women an indefinable grace.' . . . . . .

"In this connection a peculiar thing may be mentioned—the members of the Rohan family have from generation to generation borne a white patch in their hair, with sometimes a few exceptions. This is apparently the result, by a trophic phenomenon, of some wound received long ago on the field of battle.

"We must not exaggerate, and we may hardly formulate an axiom such as the following: 'Show me your skin and I will tell you whether you are descended from the Crusaders.' The individual may have an absolutely normal skin; but nevertheless in the species, as always, heredity does not abandon its prerogatives."—*Translation made for* The Literary Digest.

PARENTAL LOVE AMONG ANIMALS

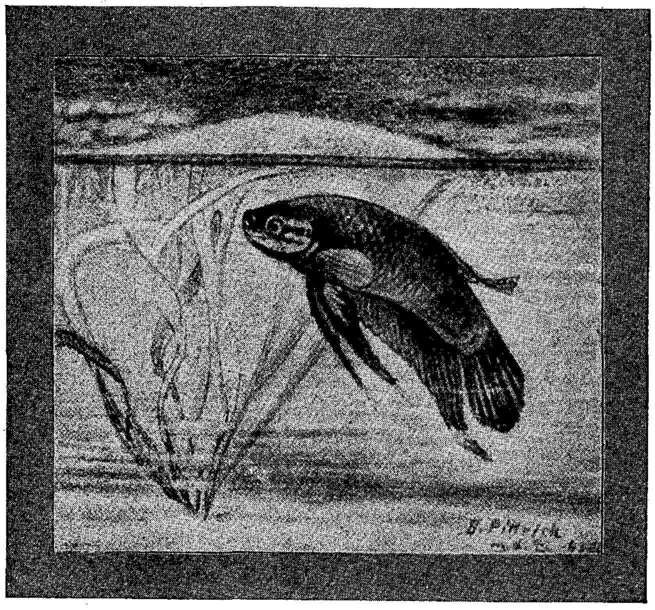
EVEN A FISH may put a human father to shame in his care for his children, it appears from an article by the German naturalist, Dr. Wilhelm Berndt, contributed to *Ueber Land und Meer* (Stuttgart). He begins with the observation that the marked variation in this sense, even in human society, makes it one of the greatest problems in the domain of social ethics. While the affection and devotion of the human mother for her offspring can be counted upon almost unfailingly, the tie between father and child is a different matter, and only too often the strong arm of the law is required to regulate with some degree of decency and humanity "those relations which are, with bitter irony, termed 'natural.'" While the author believes the study of animal instinct in all the activities connected with the performance of the so-called "parental duties" to be of the utmost interest to biologists and others, he warns against the danger of considering the matter from an "anthropodoxical" attitude, *i.e.*, of transferring to the animal world conceptions founded on human social relations. As he says, "we remain aware that among animals we deal merely with *parallels* to human conditions and activities, since one factor of the latter is always lacking, namely, the control of operations by logical reasoning powers."



FISH-FATHER LEADING HIS SMALL FRY.

Dr. Berndt finds that there is among mammals in general a powerful maternal instinct, but that, on the other hand, they are apt to be bad fathers—"a circumstance which sheds some light on the sorrowful conditions previously referred to as existing in the human social organism." Thus, in the animals most closely related to us, the apes, mother love is so highly developed as to be proverbial, while the male (with the exception of the man-apes) exhibits no intimate interest in any individual of his numerous progeny, since the marital relation is that of "sexual tyranny," or polygamy. The same condition exists among the various hoofed animals living in herds. Further:

> "Among birds we find the greatest variety of conditions from that of the faithful monogamist father, sacrificing himself for his children (as in the great birds of prey), to the sultanate in which the inconspicuously garbed female must conduct her young through all the dangers of adolescence, while the gorgeous father is concerned only with the courting-play and the mating-song (grouse, blackcock, etc.). Reptiles are uninteresting, since they scarce know the meaning of parental cares.
>
> "Remarkably enough, we find first in the lowest vertebrates, amphibians and fishes, marital relationship and conditions whose compelling note of tragi-comedy finds scarcely any parallel in the realm of living beings,—not even in the gay confusion of the ethical-moral tendencies of the most ultra-modern Bohemia.
>
> "Among the toads there are fathers who apparently swallow their young, *i.e.*, the spawn; but the paternal gullet is the babies' cradle, in which they merrily develop (*Rhinoderma darwini*); in the case of others (*Pipa americana*), the young pass their tenderest youth in honeycomb-like cavities on the mother's back, in which the spawn is supposed to be placed by the father. In others still (*Alytes obstetricans*, the well-known obstetrical toad or nurse-frog) the father acts as midwife; he twines the chain of eggs about his hind legs and buries himself alive for nearly two weeks, until they are ready to hatch.
>
> "Even more remarkable, because so extremely variable, are instincts of fishes in matters of procreation and care of progeny. A greater number, to be sure, especially of the well-known European fishes, are utterly indifferent parents, tho we must except the droll stickleback, with its nest-building and its self-sacrificing fatherly affection. The tropic and subtropic fishes, however, display the most bizarre instincts.
>
> "There are fish-mothers (the so-called mouth-breeders, Paratilapia and others) which hold their eggs in the mouth till the young are pretty well developed. It is a pretty sight when the growing little ones hasten to take shelter in the mother's mouth. It is charming, too, to see an anxious fish-father leading his children around like a hen with her chickens.
>
> "Among certain of our carps (the toothed carp), in which the female is considerably larger than the male, we have the development of the eggs taking place within the mother's body, so that the young come into the world highly developed and 'living.' Hereupon ensues a phenomenon which can only be characterized as passionate parental cannibalism, both father and mother hastening to swallow the new-born infants with unexampled greed. . . . . . .
>
> "But perhaps the most fascinating of all fishes in their conjugal and parental relations are the wonderfully beautiful labyrinth-fishes, whose magnificent colors charm visitors to aquariums, as in the case of the well-known Macropods. In the past few weeks I have been experimenting with Macropods and the Siamese 'fighting-fish' (*Betta pugnax*), and have verified the most apparently extravagant statements of amateur literature with regard to the building of the foam-nest, the love-dance of the pair, and the self-sacrificing care of the father.
>
> "The rôle played by the gentle sex, in the case of these 'Paradise-fishes,' is far from amiable! Innumerable times have I watched the female trying to steal and eat the eggs behind the father's back, while he was engaged in improving the nest by gathering building material in the shape of foam-bubbles from the upper surface, so that the faithful guardian was forced to drive her away by furious bites.
>
> "Our picture of the 'fighting-fish' shows how devotedly the father then keeps watch beneath the foam-nest in which the little ones are developing. Just after they have hatched, the paternal love rises to a pitch of mad fury. Another male placed in the tank is ruthlessly murdered, and even against a man's hand extended into the water the brave *pater familias* will wage embittered battle for a full minute."—*Translation made for* THE LITERARY DIGEST.

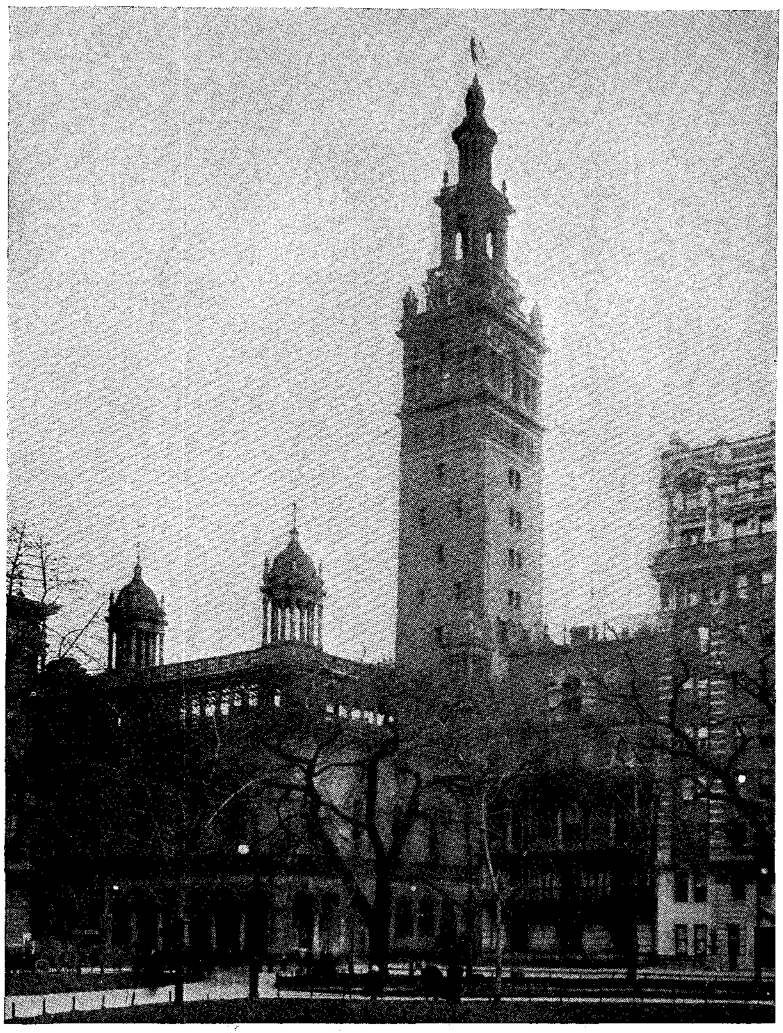


THE "MALE OF THE SPECIES."
Male fighting-fish guarding foam-nest.

LETTERS AND ART

LAMENTING DIANA'S TOWER

PEOPLE WHO CROSS Madison Square and glance at the tower on the "Garden" begin to shiver as they think of the looming executioner. The Garden is doomed to go. The papers strike the note of farewell in writing of the last annual horse show which has just closed in a glorious display of horse-flesh and gorgeous apparel. The stroller in Madison Square who is looking for the last times on the beautiful tower designed by the late Stanford White remembers that it is a restudy of the famous Giralda tower in Seville which has stood its centuries and is seemingly secure forever. Our tower can match its centuries only with decades, if indeed with that, and now the commercial spirit bids it go. "It argues a curious defect of civic spirit," says Mr. Vernon Howe Bailey in *The Architectural Record* (December), "for the community to allow the demolition of the building to which the tower is attached, and this not upon architectural but upon civic grounds, seeing that the edifice performed a civic function of unquestioned importance, for the performance of which there is henceforth no provision 'in sight.'" The "function" here alluded to is its provision for large public assemblies. "They order these matters better in France," remarks Mr. Bailey in the oft-repeated phrase. Over there they would find some means of "taking over by the public of a building which performed so important a public service, even at a slight pecuniary loss." At the very least, he continues, "means would be found of preserving a piece of architecture which had won so wide a public recognition as the tower, by assuming the public guardianship of it as a '*monument historique.*'" But this is not the way of Anglo-Saxondom. Before it goes we might be permitted to retrace some of its history as this writer presents it:



Photograph by Paul Thompson.

AWAITING ITS DESTRUCTION.

The Madison Square Tower, often called the most beautiful architectural object in New York, has its days numbered by recent decrees of business.

"Every lover of architecture, and for that matter every citizen with a decent share of public spirit, has reason to be glad that it was put into the hearts of some men to build a great building for public entertainments of a 'monster' or spectacular kind; and particularly that it was put into their hearts to choose Stanford White to be the architect of the edifice with which his name has become so closely and so tragically connected, since it was destined to be the place of his own death by murder that he was so enthusiastically rearing. We have thus far had less to say than might reasonably be expected of an architectural periodical about the architectural aspects of the enterprise; and yet it is certain that the genuine and extensive public regret which will follow the demolition of the Garden will be in great part for the loss of its architecture. Here, however, we must distinguish. It is the tower that will be regretted. It was upon that that the architect concentrated his own enthusiasm.

"When reporters visited him, during the progress of the work, to inquire about it, it was his habit to say to them, 'Say what you like about the building, but whatever you say, for any sake say it needs the tower.' He may and indeed must have had his troubles in persuading a practical-minded building committee that it was worth their while, after they had spent a great deal of good money in the satisfaction of the practical requirements which the building was intended to satisfy, to go on and build a costly monument for the utility of which only a very slender showing could be made, merely, or almost altogether, as an ornament to the city. Yet he knew exactly what he was about, and what part of his work would be most appreciated."

The writer passes some criticisms upon the details of the building that are matters for architects rather than for us, but he comes back again to agree with the designer that the tower is "the thing," adding:

"What a fine thing it is we can judge now better even than at first, since it is now seen overborne and belittled, and yet can not in the least be shamed, by the mass and weight of the tower of the Metropolitan, a third greater in area, say, and half as high again. The enthusiasm with which it was acclaimed when it was new was quite justified. There was nothing like it in New York. One rather random guess at its purpose may be recorded, of an Episcopal clergyman who had spent the summer of its construction in Europe, and, catching a glimpse of the tower from the elevated railroad on his way uptown, inquired of his companion what was 'that new Presbyterian church'? Evidently he had overlooked the Diana, which on her original scale was hard to overlook. When the original went to the Chicago Fair, and a reduction was substituted in Madison Square, the late A. R. Macdonough made a rather neat epigram beginning—

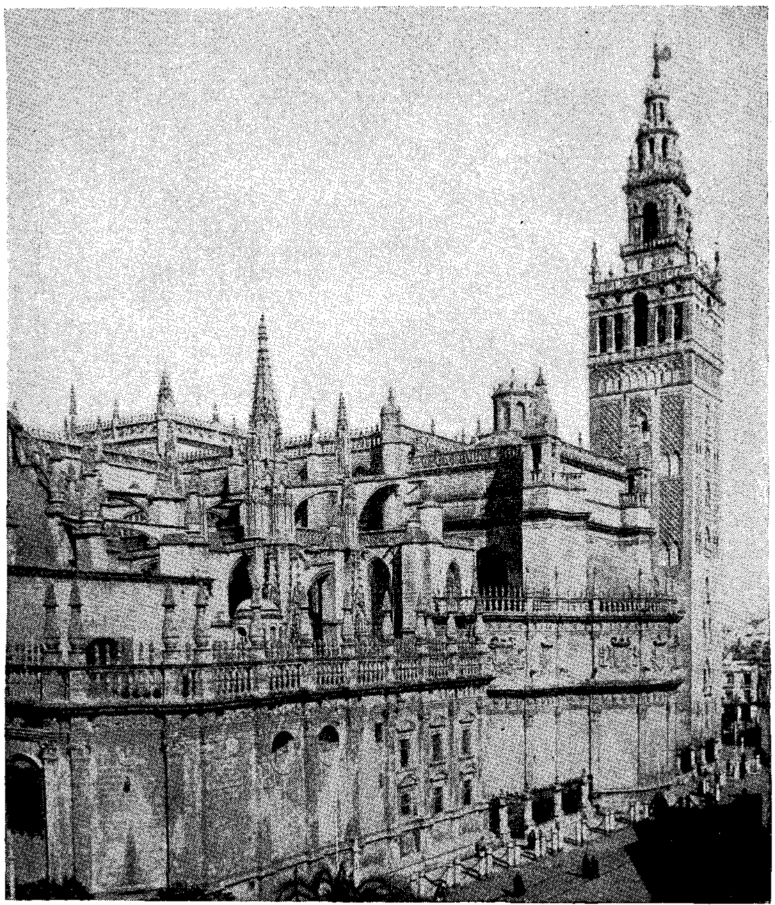
New York concedes Chicago's claim
To giant Diana's foot and fame—

The late W. M. Laffan was moved by the tower to exclaim, in the New York *Sun*, that it was the greatest thing that had been done in art for centuries, or words to that effect. Of course, this was extravagant praise for what was much more a reproduction than an adaptation of an existing monument, in spite of the variations in the tower of Madison Square Garden from the

Giralda. Those variations, even if one concedes them to be improvements on the original, as the present chronicler believes them to be, by no means give the redesigner the same artistic rank as that which Richardson, for example, earned by his restudy of the old tower of Salamanca for Trinity in Boston. But it remains true that the tower, superseded in magnitude as it has been by its overtopping neighbor, is a great ornament to the city which it is not only a pity but really a shame for its city to permit to be pulled down."

AN UNKNOWN LOVE-AFFAIR OF WASHINGTON IRVING

SEVERAL love-affairs of Washington Irving have long been matters of literary history, but the evidences of one hitherto unknown have been unearthed, involving the names of other notable figures in the literary past. This seems to have been a triangular affair between him, Mary Godwin Shelley, and John Howard Payne. Irving, however, was entirely a passive member of the circle and did not, if we are to believe the new story, favor the advances of Mary Shelley. Payne would have given his hat to receive them; instead, he gave theater tickets and tried to act as an honorable go-between in the matter on the chance that the prize would eventually fall to him. The story comes from a book by Mr. Francis Gribble on Shelley, which contains a chapter on "Mary Shelley's Suitors." His authorities are said to be letters printed for private circulation by the Boston Bibliophile Society. In *The British Weekly*, the matter is reduced to a convenient compass by the editor of that journal, in the column where he figures as "A Man of Kent." It is perhaps of some value to have the comment and credence of so astute a man of letters as W. Robertson Nicoll. Of the documents he says:



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SECURE THROUGH THE AGES.

The Giralda Tower in Seville, which furnished Stanford White his ideas for the Madison Square Garden Tower.

"They include letters from Mary Shelley to John Howard Payne, the author of 'Home, Sweet Home,' and the United States Consul in Tunis; copies of letters from Payne to Mary Shelley; and also copies of letters from Payne to Washington Irving. They tell a story, and show us why Payne never married. Payne made acquaintance with Mary Shelley in Paris when he was thirty-four. He came to London and visited her. They became very friendly, and Payne fell in love with her. Mrs. Shelley allowed him to give her complimentary tickets to the theater and the opera, and to take her there, but she would not marry him. She confest, however, that she was in love with Washington Irving, who was Payne's friend.

"She told Payne that she could not marry an ordinary person, but that whenever she formed an alliance it must be with some one whose high character of mind should be worthy of Shelley. Payne behaved well, and endeavored to interest Irving in the lady. But Irving was not interested; in fact, he was at that time trying to recover from pangs of unrequited love. He had quite lately, when on a visit to Dresden, proposed to, and been refused by, Miss Emily Foster, and his feelings were deeply engaged. Mrs. Shelley kept on to the last demanding complimentary tickets from poor Payne."

THE REVOLT OF MR. WELLS

MR. H. G. WELLS has sounded a revolt against the "Weary Giant" of the British public, who, so far as he is described, seems a bugbear who is first cousin to our "man in the street." All questions of art have to yield to this arrogant person's convenience. From Mr. Wells's account the giant appears to try to worry the writers of fiction into writing down to his hours of relaxation, and he tries to force the idea that "the novel is wholly and solely a means of relaxation." But Mr. Wells has much higher notions. He considers the novel "a very important and necessary thing indeed, in that complicated system of uneasy adjustments and readjustments which is modern civilization." He makes "very high and wide claims for it," in the November *Fortnightly Review*, asserting that he "does not think we can get along without it." This must sound odd to the weary giant if he is at all like this analysis of him:

> "He doesn't want ideas, he doesn't want facts; above all, he doesn't want—Problems. He wants to dream of the bright, thin, gay excitements of a fantom world—in which he can be hero—of horses ridden and lace worn and princesses rescued and won."

This theory of the novel "ruled British criticism up to the period of the Boer War," observes Mr. Wells, "and then something happened to quite a lot of us, and it has never completely recovered its old predominance." But criticism as well as fiction is now in revolt against that tired giant, Mr. Wells declares. The novelist, like John Wesley, "has got to take the world for his parish"—perhaps before he is done he will "have all life within the scope of his novel." It is an enthusiastic dream he has, and one that will not let the weary giant go to sleep over his book. Here are some of its details:

> "Every novel carries its own justification and its own condemnation in its success or failure to convince you that *the thing was so*. Now history, biography, bluebook, and so forth, can hardly ever get beyond the statement that the superficial fact was so.
>
> "You see now the scope of the claim I am making for the novel; it is to be the social mediator, the vehicle of understanding, the instrument of self-examination, the parade of morals and the exchange of manners, the factory of customs, the criticism of laws and institutions and of social dogmas and ideas. It is to

be the home confessional, the initiator of knowledge, the seed of fruitful self-questioning.

"Let me be very clear here. I do not mean for a moment that the novelist is going to set up as a teacher, as a sort of priest with a pen, who will make men and women believe and do this and that. The novel is not a new sort of pulpit; humanity is passing out of the phase when men *sit under* preachers and dogmatic influences. But the novelist is going to be the most potent of artists, because he is going to present conduct, devise beautiful conduct, discuss conduct, analyze conduct, suggest conduct, illuminate it through and through. He will not teach, but discuss, point out, plead, and display. And this being my view you will be prepared for the demand I am now about to make for an absolutely free hand for the novelist in his choice of topic and incident and in his method of treatment; or rather, if I may presume to speak for other novelists, I would say it is not so much a demand we make as an intention we proclaim.

"We are going to write, subject only to our own limitations, about the whole of human life. We are going to deal with political questions and religious questions and social questions. We can not present people unless we have this free hand, this unrestricted field. What is the good of telling stories about people's lives if one may not deal freely with the religious beliefs and organizations that have controlled or failed to control them? What is the good of pretending to write about love, and the loyalties and treacheries and quarrels of men and women, if one must not glance at those varieties of physical temperament and organic quality, those deeply passionate needs and distresses from which half the storms of human life are brewed?

"We mean to deal with all these things, and it will need very much more than the disapproval of provincial libraries, the hostility of a few influential people in London, the scurrility of *The Spectator*, and the deep and obstinate silences of *The Westminster Gazette*, to stop the incoming tide of aggressive novel-writing. We are going to write about it all. We are going to write about business and finance and politics and precedence and pretentiousness and decorum and indecorum, until a thousand pretenses and ten thousand impostures shrivel in the cold, clear air of our elucidations. We are going to write of wasted opportunities and latent beauties until a thousand new ways of living open to men and women. We are going to appeal to the young and the hopeful and the curious, against the established, the dignified, and defensive. Before we have done, we will have all life within the scope of the novel."

An English or rather Anglo-Irish writer who sends a weekly letter to the Chicago *Evening Post*, Mr. Shan F. Bullock, thinks Mr. Wells is wrong when he "selects the novel to be sole vehicle in literary form of all these manifestations." Mr. Wells's own example is no more to be admired than his precept, believes this writer in the following:

"I think it would be a calamity were the novel of the future to evolve on the lines of a book like 'The New Machiavelli'—a fine book in its way, full of fat and marrow, but as a novel entirely worthless. I don't believe we can found a Wells school of fiction; I don't believe it would gain pupils of any distinction; I don't believe it would achieve success. And even were such a school founded, and did it revolutionize the art of fiction, not even then would it have evolved a higher form of novel—it would have debased the novel from a thing of breed to a mongrel creature.

"Meanwhile, I am sure that Wells is being vastly entertained with the reports of a public meeting, just held by fourteen London societies interested in public morality, with a view to discussing the subject of demoralizing literature. In those reports he will find speakers giving vigorous utterance to repudiations of one article in the Wells theory of fiction, will find his novel 'Ann Veronica' severely handled, and will find one delegate declaring that they were not going to sit down with their hands in their laps while Mr. Wells and his associates 'not only polluted but actually glorified the corruption that is in the world by lust.' That is an accusation which Wells must face. Has he glorified lust? Does he wish 'Ann Veronica' to stand as an example of what he calls 'the absolutely free hand,' in novel-writing? Does he mean to brave 'the disapproval of provincial librarians, the hostility of a few influential people in London, the scurrility of *The Spectator* . . .' in the service of his new form of 'aggressive novel-writing'? In the light of his declaration in *The Fortnightly*, there are many simple people, not all attached to the fourteen London morality societies, who would like to have some frank response to these questions."

TOLSTOY AND BISMARCK IN A PLAY OF ZANGWILL'S

TOLSTOY is making all sorts of reappearances in these days. Not long ago we recorded the belief of certain Russian peasants that he had risen from the dead, and while they may possibly be mistaken, his eidolon has at least been resurrected in a London theater, for Mr. Zangwill has put him into a play. It is not recorded that the play is the author's masterpiece, probably because, as a writer in *The Academy* (London) explains, "Tolstoy's teachings do not lend themselves to reproduction on the stage. Tolstoy stood for peace and peace is incompatible with drama." Mr. Zangwill may have had a hint of this, too, for he sets off against Tolstoy the figure of Bismarck. In Mr. Zangwill's play Tolstoy takes "the Sermon on the Mount to heart, flies, as it were, to the stars, and from his lofty eminence denounces war and propagates a plea for Universal Love." Such is the summary of the writer in *The Academy* who pauses to add that "coming as it does with news of the wholesale slaughter of Arabs, it is not without its interest and prophetic import." The foil to this figure is *Count Torgrim*, Chancellor of Gothia, who is also said to be "the most forcible and convincing character" in "The War God." We read:

"We see him in his homely dressing-gown, pulling the strings of government, assisted by his Jewish secretary, *Karl Blum*. We see him secretly laughing at the puppet king, and planning attacks on 'perfidious Alba.' He talks of battleships and airships. The spirit of warfare is in his blood, and he stands before us as a theoretical Napoleon, crafty, ambitious, much-hated, humorous, and wholly unscrupulous. One of his remarks is, 'Leave Providence to work—with just a little push!' But this man of iron has a heart somewhere. He has a fanatic love for his handsome son *Osric*, a warm affection for his old and loquacious housekeeper, and between snuff-taking and politics he stands before the picture of his dead wife and extols her beauty and good qualities. He is a strange combination of affection and petulance, and labors under the delusion that his way, the way of waging war upon his enemies, meets with the full aproval of the God of Battle, for his conception of God is antique, and belongs entirely to the Old Testament.

"While *Torgrim* is rejoicing in the success of his intrigues, and especially in the marriage he has arranged between the King and the Princess of Hunland, *Count Frithiof* (Tolstoy) confronts him. *Frithiof*, attired in peasant garb and leaning upon a stick, denounces the *Chancellor*. He describes battleships as floating on the tears of women, and Parliament as a number of fools set to govern still bigger fools—a teaching, by the way, hardly in keeping with the idea of brotherhood, but a teaching which met with considerable applause from the audience! *Frithiof* takes no notice of the *Chancellor's* heated reply. He goes on to describe the God of War as a man of business, and to assert that 'the world must rest on love.' The *Chancellor*, unable to contain his anger, strikes *Frithiof* on the cheek, while the old man quietly turns the other. Sir Herbert Tree, who takes this part, has presented a haunting picture of Tolstoy. He has succeeded in giving us the spirituality of the man, with that faint touch of ancestral pride which was with him to the last."

The third act appears to contain more of drama than the others, tho this writer seems to think it failed to fill the category intended by Mr. Zangwill.

"The third act represents 'The Revolutionary Camp in the Mountains,' and from a scenic point of view is very fine indeed, with its snowcapped mountains against a night sky. In the foreground stands *Frithiof*, amid a number of smoking, chatting, and growling revolutionaries. There is a mock trial, so altogether one-sided that his accusers had already dug their victim's grave. *Frithiof* stands by his last resting-place—a noble and imposing figure, if a rather self-conscious saint. During his oration he utters the most laudatory advertisement an author has ever had on or off the stage, and the publishers of Tolstoy's books, if they happened to be present, ought to have clapped heartily. The mock trial over, *Lady Norna* (Miss Lillah McCarthy) passes the death-sentence upon a propagandist they are about to convert into a martyr. *Brog*, the leader of the revolutionary party, gives the order to fire. Four men at the word of command pull their triggers. We distinctly heard the report and saw the smoke, but this amiable saint still stood by his grave, as if to say: 'So much for stage guns!' *Brog*, furious, commands his men to shoot again. They refuse on the ground that a miracle has taken place. The leader takes his revolver, and, standing about a yard off, fires at the bullet-proof saint with the same result! *Baron Konrad*, a funny old gentleman with glasses, brandishes a dagger, sees visions, and staggers away. Then it is that Miss Lillah McCarthy, who is a warm advocate of physical culture, remarking 'Oh, these men!' with fine and, it must be admitted, well-deserved disdain, fires at the saint, who this time takes a clever header into his grave. The scene is unintentionally farcical."

CHARACTERS IN "THE WAR GOD."

Sir Herbert Tree here represents Tolstoy and Arthur Boucher Bismarck in a new play by Israel Zangwill. The heroine is "Lady Norna," impersonated by Miss Lillah McCarthy.

The Morning Post (London) wonders concerning this final scene if, "having regard to the wayward spirit of the play . . . the incident is intended to have any bearing on the feminist question, and what bearing." *The Academy's* account proceeds:

"It is rumored in the concluding act that the saint has ascended, and out of the miracle a new religious sect evolves. *Osric* becomes a Frithian, and renounces his military career. When, however, he learns that *Lady Norna*, with whom he is in love, has killed his master, he commits suicide. The *Chancellor*, who does not at first hear of his son's death, attempts to make merry with his secretary, *Karl Blum;* but this Jew has also become a Frithian, and in a fine speech withdraws from the service of the War God. Then the humiliated *Torgrim* hears of the death of his son, and also that the *King* has deprived him of office. Trouble comes thick and fast upon him, for, in addition to his other sorrows, he receives a visit from *Lady Norna*, who proposes to shoot him as effectually as she did the saint. But they have one trouble in common, *Osric's* death, and *Lady Norna* puts her weapon aside and remarks that 'expiation is to live.' When the heart-broken old man is left alone, he hears a very creditable choral performance rendered by the Frithians. Music and singing succeed where Tolstoy's presence failed, and the curtain falls on the defeat of the War God—broken, crusht by his once most ardent worshiper."

One interesting experiment of this play is its attempt to employ blank verse in modern drama. Upon this Mr. E. A. Baughan of *The Daily News* (London) observes that

"At the same time, its use in 'The War God' does not carry us very far, because the play itself is hardly modern, and, at any rate, its environment is unusual. All the characters except the Jewish Secretary either wear uniforms or are picturesque anarchists in velveteen and red ties, so that we do not know precisely how blank verse would sound from the lips of ordinary modern men and women. True, this has been tried in French with a form of verse which is much stiffer than blank verse, but the true measure of inappropriateness is not to be gaged in a foreign language.

"In 'The War God' the Jewish Secretary, attired in conventional black, with a flower in his buttonhole, did strike an incongruous note. His 'Let them know the Chancellor is abed,' as a message to some inconvenient callers, struck me as ludicrous, and his subsequent remark, 'I did at least expect one hour of peace,' was even more inappropriate.

"In the rest of the play the verse seemed natural enough when the characters were supposed to be moved by feeling or were expressing their inner thoughts, and it was only the quality of Mr. Zangwill's verse that jarred. I do not think there would be any inappropriateness in the use of blank verse in a modern play, provided it were only used where emotion was at fever-heat, or some great thought had to be exprest. To employ verse for the commonplace offices of life is absurd. For the hero to say to a servant,

'I pray you, call a taxicab for me'

would naturally strike one as foolish and stilted. There is no reason, however, why prose and verse should not be used alternately in dialog, according to the kind of situation and the sentiments to be exprest."

PROGRESS AND POETRY—Mr. Gerald Stanley Lee, the American author of "Inspired Millionaires," is at present in England, and impresses himself upon at least one writer as "a commercial transcendentalist"—whatever that may be. The writer is Bernard Lintot, who discusses his curious discovery in *T. P.'s Weekly* in this way:

"Mr. Lee's frequent use of the word 'progress' made me demand of him his precise meaning of that much-abused term. Mr. Lee was ready for me, and I gathered that progress for him meant a constant development of the economy of labor and its concentration and organization into forms that would, by producing order and abolishing waste, ultimately free the human soul for what I understood to be a larger and fuller destiny; altho I must admit that I did not succeed in wringing from Mr. Lee any very coherent idea of the quality of that destiny. His attitude seemed to be that of a commercial artist, or rather an artist in commerce: he dreamed in glorified trusts and combines, and he believed with a wild and mystical enthusiasm in the central product of the American people—the idea of the trust.

"Such a dream filled me with horror, and it set me thinking as to what 'progress' meant for me. My conclusions could not be exprest in the small compass of this page, so I will content myself by setting down a sort of by-product of the line of thought taken by my mind. I thought of the last ten years of the nineteenth century, and what those ten years had produced of lasting value and eternal delight for the British people, and for the life of me I could think of nothing else but the achievement of three poets—three poets who were called 'minor poets' in their day, three poets who wrote very little compared with the productions of a Tennyson or a Browning, and who died very young, and, strangely enough, but perhaps significantly, under tragic circumstances. Their names are Lionel Johnson, Ernest Dowson, and Francis Thompson. And even now, reflecting upon that reflective mood, and running my mind over the achievement of that past decade, I still can not think of anything better worth preserving than the work of these three interpreters of life."

RELIGION AND SOCIAL SERVICE

HELPING MEN MASTER THEMSELVES

MOST OF THE MEN who are "down and out" can be saved if they are helped right; but they are not fools, and you must not act like a fool by treating them as fools if you want to help them. This was a lesson learned by a ex-Wall-Street plunger after he had soared almost to the heights of dizzy finance and then "fell to the gutter of complete failure." When Andress S. Floyd picked himself up after his fall, he didn't try Wall Street again, but started in to help some of the men he had found in the gutter to help themselves. His work, which is carried on in Union, N. J., where he has established the "Self-master Colony," is much like that of Rollo H. McBride, who, after a failure and recovery of similar kind, started the "Parting of the Ways Home" in Chicago. Their work is described by Henry Carter in the December *World's Work*. Floyd always thinks and talks of his charges as "fellows," which, says the writer, "is an important thing to note." The farm where the regenerative work goes on was provided by a millionaire, Mr. C. H. Ingersoll. One of Floyd's typical cases was a boy whom he found in a free lodging-house in New York. The boy had served a term in the Elmira Reformatory, and just three days before his time was to expire, shortened by a year for perfect behavior, he was overtaken by the "prison madness." He gript the bars that shut him in and shook them like mad; he screamed and yelled. Other prisoners joined in, and soon the corridor was in an uproar. As a consequence the year was added, not taken off. And when finally freedom came, the boy was soured and ready to become an enemy of society. He found no job awaiting him, and, after much privation, was ready to join the criminal classes when Floyd found him. The writer here takes up the tale:

ANDRESS S. FLOYD,

Who, after feeling the upper and nether millstones of Wall Street, now helps other men to shake off the dust of their shattered lives.

ROLLO H. M'BRIDE,

One of Chicago's leading workers among the helpless and outcast.

"Floyd said to the boy, when he had heard his story of despair in the lodging-house: 'Now, I tell you; I've got a little place out in the country over in Jersey where there are a lot of us fellows who've been up against it. If you won't say anything to the boys about having been in "stir," I'll be glad to have you come over and stay with us until you get your nerve back and find a job to go to. Understand me: if you come over there you've got to forget all about the bad luck you had in the past. Want to come?'

"The boy came sullenly shambling through the woods to the door of the home two days later.

"'He was tough,' says Floyd; 'he was a real tough one.'

"So tough and skeptical was he that it was a week before he decided to accept the Self-master Colony for what it profest to be—a place where you were as good as the next fellow, no matter what your past record—so long as you worked. When he saw that the head of the colony desired to make, not a saint or an object lesson out of him, but a man, the boy began to stiffen his spine and hold up his head. For this was what his seared young soul was hungering for—the chance to be a man. Charity he would not accept because of the iron that had been driven into his heart, but help 'from one fellow to another'—that and that only could reach home to him.

"'It took a long time for this one to thaw out,' says Floyd, 'but after that he began to grow and grow right.'

"At the end of two months the boy came to Floyd and said: 'I hadn't ought to stay here any longer. You're crowded to the limit here, and there are lots of fellows outside who ought to get in here and be put on their feet. I'm all right now. I can go out and get a job. I'll be getting out and giving some other fellow a chance to come in.'

"'All right,' said Floyd. 'Look upon this as your home. Come back here at night until you find your job.'

"Then the boy went out to fight for a place in the world. He 'had his nerve back.'

"He returned the first night.

"'Find a job?' asked Floyd.

"'No.'

"The second night it was the same, and also the third. On the fourth night he did not come back. Next morning Floyd received a letter from him. He had found a job:

"'A man who runs a metal roofing company took me on and said he would give me a chance. Watch me make something out of that chance! I am going to Atlantic City to-morrow and begin work on a job that will last a long time.'

"That was something over nine months ago. One Sunday, only a few weeks past, a well-drest, contented-looking young mechanic dropt off the trolley-car at Union and came briskly through the woods to the Self-master Colony. He was neat and clean, and his eye was bright, and he looked the whole world square in the face.

"'Remember me, Mr. Floyd?' he called out cheerily. 'I'm the tough kid that you picked up in New York. I——'

"'Hold on,' said Floyd. 'You've got that wrong. You're a friend of mine that I happened to meet while you had a streak of bad luck.'

"'Right!' laughed the boy. 'Well, I made good on my chance. I've been working every working-day since I got that job. And if you don't believe I'm taking care of myself'—he dived into his pocket and drew out a roll of bills containing over one hundred dollars—'I brought this along to show you. I could loan you some, Mr. Floyd, if you happened to be short.'"

It is not merely a question of giving, says Mr. Floyd, it is also the question of giving aright. For—

RUG-MAKING ASSISTS THE EFFORTS AT SELF-MASTERY.

One of the occupations at the Union Colony to help the men forget that they were ever "down and out."

"If you give a man merely food or money, you don't give him much. If you give him anything, and along with it give him the feeling that he is a miserable creature, hardly fit to live, and that you help him only because you want to maintain your position of superiority to him, you don't help him; you hurt him. It is bad to give a man anything; the way to help him is to help him earn it. These men who are in need of help have, before they come seeking help, condemned themselves much more severely than you or I ever will condemn them. If we help them merely by handing them something, we make them despise themselves. After that a man isn't much good.

"But if you take a man and give him a thought along with your assistance, you help him. Men and boys come here to us discouraged and embittered, convinced that they are no good and that there isn't any use trying further. Now, if you take these men and give them a chance to see how mistaken they are, to see that they are not hopeless and that they can make good, you have started them on a new point of view. The way we try to bring this change about is by putting them to work, without any fuss or preaching, at some useful occupation where they can see that they actually are doing something, and by refusing to let them dwell on their unfortunate experiences of the past."

The personnel of this colony is varied, containing the educated as well as the ignorant. At present there are, says Mr. Carter—

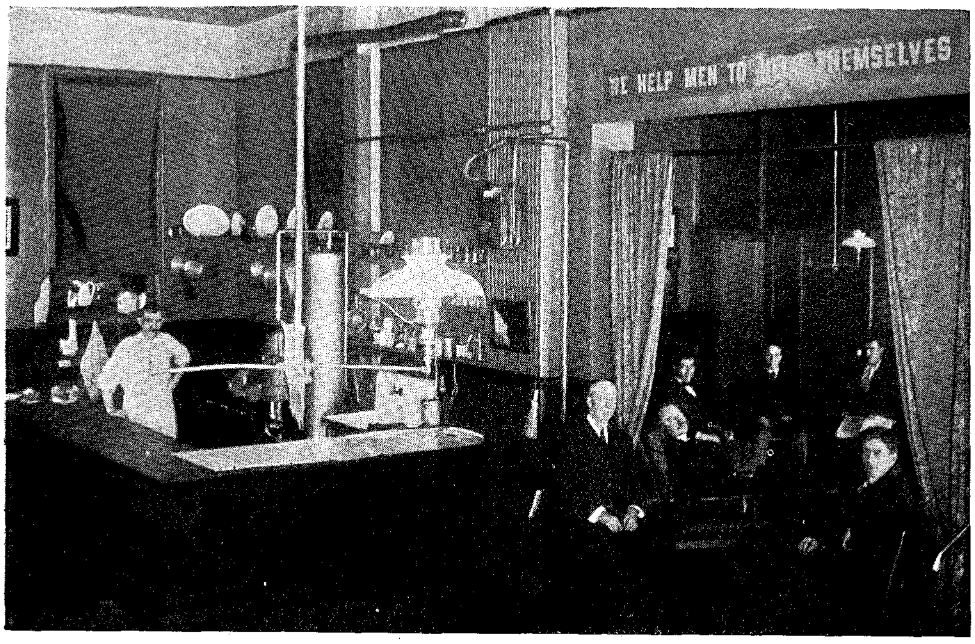
"a man who recently acted as secretary to a successful New England novelist, a New York newspaper editor, and an architectural draftsman of some prominence. The latter two fell through drink, the first one never explained and never was asked to explain what brought him down. All three are men of education, and all have more than ordinary ability. They want to get back to the world of usefulness or they would not be where they are, and they are not men who possibly could bring themselves to accept charity. They are gentlemen rankers—who now have the chance to get into condition to win back their rightful positions. To help all outcast men to this chance is the idea of the Self-master Colony.

"This, too, is the idea upon which was founded the 'Parting-of-the-Ways' Home in Chicago, the first and the largest of the help-men-to-help-themselves institutions to be established. Every weekday in the year an average of forty men are released from the Chicago House of Correction, the 'Bridewell,' given a nickel, and turned out into the world. Up to two years ago more than 40 per cent. of them found their way back, simply because, after being broken by their prison experience, they were not fitted to take up the battle for existence on the outside. It was two years ago that the Parting-of-the-Ways Home was founded."

Now when the superintendent of the Bridewell gives the parting guest the nickel, he gives him also a card of introduction to Mr. McBride and directions for reaching the Home.

"When he arrives at the Parting of the Ways, McBride shakes hands and says: 'I will feed you, sleep you, clothe you, and get you a job, and it won't cost you a cent. After your first pay-day, if you do not care to accept charity and really want to show your appreciation of the Home, you may settle with it at the rate of fifteen cents a meal and bed.' Four hundred and thirty-two dollars have been paid back to the Home in this way by men who were bound only by their own sense of honor and gratitude.

"In the first twenty-one months of its existence 1,264 men were passed through this 'man factory.' Of these 953 were placed in employment and are now working and making an honest living. Of the other 311, the majority were assisted to return to their families or friends. All were helped in some way. Of



KITCHEN IN THE CHICAGO "PARTING-OF-THE-WAYS HOME."

Founded by Mr. McBride to help ex-convicts readjust themselves to the ways of normal society.

the 953 for whom jobs were found, 24 are listed as depositors in one Chicago savings-bank. How many are depositing in other banks is not known. Since the founding of the Home the population of the Bridewell has been reduced 22 per cent.

The results obtained by these charities, concludes the writer, show that it pays to help people when you really help them. "And all efforts to help people must pay in such results if they are to justify themselves in an age of efficiency. The pauper's dole, given in a manner which carries with it no hope but for another dole in the future, is not progressive."

REV. R. J. CAMPBELL IN AMERICA

REV. R. J. CAMPBELL,
Whose orthodoxy is now subjecting itself to the test of American scrutiny.

SOME DIFFICULTY is apparently felt by the religious mind of America in deciding what to think of Rev. R. J. Campbell. This English preacher is now in the midst of a rather extended tour of the country and so far has not left the Eastern States. It must be said that he is looked at askance in some quarters; reports have filtered through the daily press that certain dates made for him before his arrival have been canceled after his initial addresses. *The Congregationalist and Christian World* (Boston) finds him "one of the most unclassifiable figures in the Christian Church to-day." It is recalled that just prior to his departure for America he clasped hands with Dr. Forsyth, his severest critic, in token of "reconciliation before the assembled hosts of English Congregationalists"; yet, continues this journal, by some he "is still regarded as an unsafe and dangerous leader." To a good many others "he is a puzzle, while to still others, who differ from him theologically, he is by virtue of his spiritual and mystical qualities a source of help and inspiration." The writer continues, calling on testimony outside his own denomination to add light:

"In an exceedingly discriminating and, on the whole, judicial article in last week's *Zion's Herald*, the editor, Dr. Parkhurst, expresses the feeling of many who wish Mr. Campbell would cease trying to make a new theology and content himself with being the 'tremendous preacher of the truth as it is in Christ.' 'As such,' Dr. Parkhurst goes on to say, 'he would have few if any rivals in the wide world.' And even more complimentary is this Methodist editor when he alludes to Mr. Campbell's prayers. 'No man we ever heard, except Henry Ward Beecher, could pray, talk, and commune with God as does Mr. Campbell.'

"In addition to these varying attitudes toward an English visitor, there is still another, that of those who not only respond to Mr. Campbell's personality, but who receive, without much questioning, his teachings. The number of persons who do thus follow him implicitly as a theological guide is, we believe, relatively small, tho once in a while an individual address will secure assent in unexpected quarters. For example, one of the most conservative and most honored of Boston's older ministers said after hearing him at the Twentieth Century Club, 'If that be heresy put me down as a heretic.' Yet if that same minister had followed Mr. Campbell about he might have taken decided exception to what on other occasions he said or implied."

The *Congregationalist* writer is forced to the conclusion that "the London preacher seems to care less for consistency of statement than he does for the delivery of the message which he thinks himself called upon at the moment to give." Moreover—

"He does not guard his words or the natural deductions from them, as one might do who is anxious to placate possible antagonists, and he does not pay sufficient attention to the limitations of the average human intelligence. He therefore fails to make himself perfectly understood, and lays himself open to misapprehension. Moreover, it is sometimes difficult for Mr. Campbell's orthodox friends to defend or justify certain positions which he takes.

"We shall be surprized, therefore, if, as Mr. Campbell goes on his way toward the setting sun and encounters various strata of orthodoxy, and suffers, as he has already suffered, at the hands of the sensation-seeking and unscrupulous reporter, he meets with both sympathy and criticism. The auspices under which his tour is made will not enhance his popularity in conservative circles, but these auspices, as our Philadelphia correspondent showed last week, are not to be interpreted as implying a deliberate preference by Mr. Campbell of one particular set of hosts to all others.

"We hope that so far as our Congregational churches are concerned Mr. Campbell will be cordially and fraternally received. We believe that in the great essentials of his personal faith he belongs with us. His standing in the Congregational Union of England and Wales is unquestioned. He has already been welcomed by such leaders among us as Drs. Boynton, Jefferson, Cadman, Gordon, and Gunsaulus. His emphasis upon the spiritual life as the foundation of all social progress is far more pronounced than it was five years ago. Whatever the defects of his theology, he is a religious force in Great Britain to-day. The crowded congregations at the City Temple and the personal attachment to him of a multitude of persons show that his way of stating and applying the Christian gospel is meeting the need of many who perhaps had not found comfort and guidance elsewhere.

"At all events, Reginald J. Campbell impresses those who come closest to him with his utmost honesty, and with the reality and intimacy of his personal relationship to the Lord Jesus Christ. In an age when prophets and mystics are rare, we can ill afford to hold aloof from one when he comes our way."

Mr. Campbell's position in England seems to some to have been altered by what is termed the "reconciliation" act at Nottingham. When asked if this meant that he had returned to a more conservative theological position, he said:

"I have not changed my views. The very words of my speech, which Dr. Forsyth pitched upon as a basis of agreement, I used in a sermon in the very height of the New Theology controversy. But as a matter of fact I have probably emphasized the divinity of Christ oftener and more ardently than any one in England, but I have also maintained that there is in man a divinity which he derived from Christ and that he has in himself, because of this, Christlike potentiality. My theological opinions on Christ and man are those I find in the seventeenth chapter of the Gospel of John."

In the November *Homiletic Review* is published an important statement given by Mr. Campbell to an interviewer, E. Hermann, of London. His relation to the Unitarian position seems definitely settled in words like these:

"It ought to be quite needless to say that I do not hold, and have never held, what is commonly termed the Unitarian position. To preach a gospel which would in any way diminish the divine preeminence of our Lord I would count the utmost loss.

"I can, indeed, conceive of no greater spiritual loss than to think of Jesus as one whit less than the highest that the Christian consciousness has ever affirmed of him; I want to think of him as even more. I have never separated the Christ of faith from the historical Jesus; to me they are inseparable. Jesus is the Eternal Son; he is the Christ in a sense in which I am not. I believe he was indeed the Logos through whom this universe of ours came into being, that he was and is 'the light that lighteth every man that cometh into the world.'"

REVIEWS OF NEW BOOKS

FIFTY OF THE YEAR'S BEST BOOKS FOR HOLIDAY GIFTS

Addison, A. C. The Romantic Story of the Mayflower Pilgrims. Pp. 191. Boston: L. C. Page & Co.

This book in point of manufacture belongs in the forward ranks of holiday editions. The character of the cover, the marginal decorations, the frequent and original illustrations, the interpolated poems, all add to its general attractiveness. In a preface the author speaks of the coincidence of the commemoration ceremonies occurring at Provincetown at the very time when he was sitting in the pilgrim cell of Lincolnshire. The object of his narrative is "to give to the reader an account of the *Mayflower* Pilgrims concise but comprehensive." "The old world homes and haunts of the Pilgrim Fathers are depicted and described. The Pilgrims are followed into Holland and on their momentous journey across seas to the west." We read of Brewster, Bradford, and Robinson as of old friends, and follow intently the story of the struggle for freedom of worship which induced these famous separatists to give up their lives to a great cause.

It is a story ever old and ever new, for every school boy and girl has read of the *Mayflower*, Miles Standish, Priscilla, and John Alden and all the romance and tragedy of the early settlers, but here we find it comprehensively and sympathetically written, and charmingly illustrated. There is one unique chapter, "The Pilgrim Roll Call," in which the author traces the fate and fortunes of the *Mayflower* passengers after they landed. The records, lost for so many years, have been "found bit by bit and pieced together." It is the kind of book we buy for our friends and then are too selfish to give away.

Batcheller, Tryphosa Bates. Italian Castles and Country Seats. Royal 8vo, pp. 512. New York: Longmans, Green & Co. $5 net.

The author of "Glimpses of Italian Court Life" returns to the scene of her former work for an intimate picture of the home life of her aristocratic friends in many of the magnificent castles and country seats of Italy. The book is cast in the form of letters addrest to a near relative, and has many interesting descriptions of the noble mansions, gardens, and works of art of her hosts. There are also notes on the ancestral history of many of the Italian nobility. Much of Italy was traversed in the course of the author's visits, and she also crossed into Sicily. The style is somewhat marred by an excessive use of superlative descriptive adjectives, but as a whole is clear and succinct. Rather prominent advertising, perhaps unconscious, is given to a well-known make of automobile. There is a somewhat inconsequent appendix treating of the work of the Red Cross Society and the destruction of Messina. Distributed throughout the volume, which is issued in a sumptuous form, are four photogravures, four plates in color, and eighty half-tone plates, many of which are from signed photographs of the author's friends.

Blaze, Captain Elzear. Recollections of An Officer of Napoleon's Army. In the Court Series of French Memoirs. Translated by E. Jules Meras. Illustrated. 12mo. New York: Sturgis & Walton Co. $1.50 net.

Readers who have enjoyed Erckman-Chatrian's realistic novels of the Napoleonic wars will take a special interest in this volume of reminiscences by a subordinate in the great Corsican's army. Captain Blaze served under Napoleon for something like ten years. He sympathized with his imperial master's ambitions and, to a certain extent, he glorified the military career. But, before all else, he writes with candor; and it is thus that his record of the great campaigns in which he took so active a part gives one a distaste for the life of the soldier. "That collar," he tells us, "which is riveted around the soldier's neck is broken only on the last day of service, or by the cannon-ball. . . . When the clock-maker winds the clock, it goes without asking why. Soldier! you are a clock; march, turn, halt, and above all not a word." His pages are filled with the details of the everyday life of those forgotten heroes who followed a conquering banner until it met the irretrievable disaster of Waterloo. The record, taken as a whole, is an important document in history. It sheds light on a phase of the great struggle of a century ago, which has been neglected in the memoirs of the famous generals and statesmen who have contributed almost countless volumes to our Napoleonic literature. Moreover, it is excellent reading, and is sure to entertain those who have a liking for racy anecdote and humorous description.

Briggs, Martin S. The Heel of Italy. Cloth, pp. 382. New York: Duffield & Co. $3.50 net.

Students of architecture, and all who are interested in the history of a medieval Italian city will find much to interest them in this account of Lecce, noted as having more "Baroque" buildings than any other city in Italy, most of them dating from the brilliant architectural period of the seventeenth and eighteenth centuries. The greater part of the volume is devoted to a thoughtful and clear account of the troubled history of the city from its beginning, under the successive occupation of the Greeks, Romans, Norman counts, and Spanish rulers down to modern times. There is also a study of its architects and artists, its dialect, literature, and drama, and a comprehensive appendix of architectural and historical notes on the principal "Baroque" buildings in chronological order, with a bibliography and efficient index, twenty-six drawings by the author, and nineteen photographs.

Butler, Sir William. An Autobiography. 8vo. New York: Charles Scribner's Sons. $4 net.

Sir William Butler has distinction as a soldier serving in many fields; these include Canada, India, South Africa, and Egypt. His life has brought him into contact with many great leaders, political and military, and he has himself won distinction in positions of large consequence to his country. His career has extended over the greater part of Queen Victoria's reign and all of King Edward's. The charm of his book lies, not only in the events of which he writes, but in the agreeable style in which it is written. One feels that the character of the man is constantly exprest in his writing, and this shows something fine in him.

Chaucer, Geoffrey. The Romaunt of the Rose; with twenty illustrations from original water-color drawings by Keith Henderson and Norman Wilkinson. Pp. 108. New York: Henry Holt & Co.

Classic poetry, illuminated with charming examples of the water-colorist's art, forms a combination to delight at once the eye and the soul. Every holiday season brings a small, but choice, number of additions to the output of books that should be treated as works of popular art. This is one of them. Each of the score of water-color reproductions in this volume is worth a frame of its own, and it is hardly to be doubted that some of them will sooner or later be on sale in the print-shops. The very spirit of Chaucer has been admirably caught in more than one of the illustrations. The one chosen for the frontispiece presents in line and color what Chaucer had in mind when he made this picture in the quaint language of his time, before the day of simplified spelling, evidently:

> The God of Love, jolyf and lyght,
> Ladde on his honde a lady bright,
> Of high prys and of grete degre;
> This lady called was Beaute,
> As an arowe of which I tolde,
> Ful wel [y-] thewed was she holde;
> Ne she was derk, ne broun, but bright,
> And clere as [is] the mone lyght,
> Ageyn whom all the sterres semen
> But smale candels, as we demen.
> Hir flesh was tendre as dewe of flour,
> Hir chere was symple as byrde in bour,
> As whyte as lylye or rose in rys;
> Hir face gentyl and tretys,
> Fetys she was, and smale to se;
> No wyntered browis hadde she,
> Ne popped hir, for it needed nought
> To wyndre hir, or to peynte hir ought.
> Hir tresses yelowe, and longe straughten,
> Unto hir helys doun they raughten;
> Hir nose, hir mouth, and eyhe, and cheke
> Wel wrought, and all the remenaunt eke.
> A ful grete savour and a swote
> Me toucheth in myn herte rote,
> As helpe me god, whan I remembre
> Of the fasoun of every membre.
> In world is noon so faire a wight;
> For yonge she was, and hewed bright,
> Sore plesaunt, and fetys with all,
> Gente, and in hir myddill small.

Clarke, Helen A. The Poets' New England. Illustrated with color frontispiece and many full-page plates. 8vo, boxed. New York: The Baker & Taylor Co. $2.50 net.

In her two previous volumes in this series Miss Clarke has given us the New England of Hawthorne and Longfellow. In this book her theme is New England as interpreted by Whittier, Bryant, Emerson, Holmes, and Lowell. Owing, perhaps, to this increase in the number of her literary personages, the author centers the interest of her study on places rather than on men. Nature, romance, history, friendship, thought—these are the main aspects under which New England's life is taken up and considered. And in carrying out this plan, it is to the poets of New England that Miss Clarke goes for inspiration and material. Naturally, under this method of treatment, it is New England's literary life that receives the preponderance of attention; and thus the most charming chapter is the one devoted to the friendships uniting New England's poets to each other, and which found expression in such social gatherings as those brought about by the Saturday

Club, the Atlantic Club, and similar organizations. Verily, the giants feasted together in those days; and their interchange of thought, their influence on the world immediately surrounding them, their identification with the section of the country that gave them birth, are all memorable features of New England's past, and are worthily recorded in Miss Clarke's entertaining volume.

Clemenceau, Georges. South America To-day. 8vo, pp. 434. New York: G. P. Putnam's Sons. $2 net.

Mr. Clemenceau, late premier of France, and one of the most brilliant figures in European politics, has contrived to make a most readable account of his visit to South America. In the course of his travels in Argentina, Uruguay, and Brazil, he was afforded exceptional facilities for the study of the government of these republics, and their social and commercial conditions. He visited prisons and public institutions of all kinds, and met with the most prominent industrial magnates. Among the subjects treated of are Montevideo and Buenos Ayres; Argentina, which moved him to make an earnest plea for the French colonist still liable to be called upon to serve in the army of his mother country as well as in that of his adopted, and where he went thoroughly into the question of education, types, manners, and morals of the people; Pampas life; farming and sport; Uruguay and the Uruguayans; Brazilian society and scenery; and an exhaustive treatise on Brazilian coffee. There is a full index.

Collins, W. W., R.I. Cathedral Cities of Italy. Illustrated in color by Mr. Collins. Large 8vo. New York: Dodd, Mead & Co. $3.50 net.

Art lovers, especially those who have traveled through Italy, will welcome this latest addition to a notable series of volumes in which the picturesque and architectural aspects of various cities and countries of Europe are given adequate treatment in text and color drawing. In this series Mr. Collins has supplied the illustrations for "Cathedral Cities of England," and the text and illustrations for "Cathedral Cities of Spain." The present volume gives him what many will consider the best opportunity offered in this kind of work, and it is but fair to say that Italy's wealth of color and her undimmed architectural glories have awakened a sympathetic response in Mr. Collins' brush as well as his pen. The sixty full-page color plates, following the precedent established by the illustrators for this series of volumes, give a fairly accurate reproduction of the architectural features of the buildings treated, without being in any sense photographic in character. In the text, also, technical information of value to artists and architects is given, varied with occasional criticism, while for the general reader the book contains an abundance of interesting observations on the people and customs, and entertaining descriptions of the cities visited by the author.

Cook, Edward Tyas. The Life of Ruskin. Illustrated. 2 vols., 8vo. New York: The Macmillan Co. $7.

It would be difficult to estimate the widespread influence exerted by Ruskin on his generation. There are those—notably Tolstoy—who considered him the "greatest Englishman of his day"; and it is certain that from him art and literature received an impetus, an uplifting tendency, from which we still draw inspiration and which shows no likelihood of diminishing. Nevertheless, in spite of the commanding position held by Ruskin in the intellectual life of the nineteenth century, no entirely adequate biography has been published until now. Mr. Cook's splendid work is, therefore, very much needed, and it is a delight to find that it fully equals the magnitude of its subject, presenting Ruskin's remarkable career, his strange, elusive personality, his friendships, his varied activities, his contributions to humanity, in a masterly way that holds the interest of general reader as well as student. So thoroughly and sympathetically, indeed, has Mr. Cook performed his task that it does not seem too much to say that he has given us in these volumes a work which will find its place among the foremost half-dozen English biographies. To write it he has had at his disposal all those Ruskin diaries, note-books, letters, manuscripts, which have until now been in the hands of the Ruskin executors, and from this wealth of new material, together with what has already been used, Mr. Cook has constructed a "Life" so complete in all its lights and shadows, that future biographers will find the treasures of this field, hitherto so neglected, well husbanded and yielding their best fruit.

Cullom, Shelby M. Fifty Years of Public Service. 8vo, pp. 467. Chicago: A. C. McClurg & Co. $3 net.

The history of the United States during the last fifty years has been written over and over again, and illustrated from almost every point of view. For rapid change, wonderful development, marvelous activity, and apparently indeterminate progress there is no chapter in the annals of any nation comparable to this era of political life. Shelby M. Cullom, Senator from Illinois, has witnessed many of the remarkable events in recent American history. We welcome his account of his experiences under the various presidents from Lincoln to Taft. He was, of course, intimately acquainted with hundreds of men who in their time were of national fame. He tells us how Blaine was defeated, and how in turn Cleveland was defeated by his fatal message on the Tariff. We are fascinated by the tone of honest sincerity and simplicity with which the Senator tells his story. We give an instance in the following extract:

> "Three or four days before General Logan's death he and Mrs. Logan were at my house to dinner to meet some friends—General and Mrs. Henderson and Senator Allison. After dinner we were in the smoking-room. General Logan was talking about a book he had recently written, showing a conspiracy on the part of the South, entitled 'The Great Conspiracy.' He had sent each of us a copy of the book, and he ventured to say that neither of us had read a word of it; the truth was we had not, and we admitted it."

This pleasant, gossipy, conversational tone is maintained throughout a book which is written with geniality never interrupted by acrimony, much less by malice. It is a refreshing record of an active and useful life. The work is illustrated with many portraits.

Dickens, Charles. The Personal History of David Copperfield. Illustrated with 25 plates in color by Frank Reynolds, R.I. Boxed, quarto. New York: George H. Doran Co. $5 net.

After Cruikshank, one is conscious of a certain prejudice against any illustrator who attempts to portray the characters of Dickens. The creations of the Victorian artist have familiarized a generation of readers with the immortal conceptions of the great novelist so that we are apt to see Dickens only as Cruikshank paints him. These color plates by Mr. Reynolds, however, have a warmth and vitality about them that are, perhaps, lacking in the work of the elder artist, who is somewhat prone to indulge a humorous fancy in the broad sweep of caricature rather than in the subtle delineation of actual men and women. Mr. Reynolds' pictures are thus distinctly human, touched with the playful fancy that irradiates Dickens' masterpiece. Even Uriah Heep is a conceivable personality, and not a mere extravaganza of malign hypocrisy. As for Micawber, Mr. Reynolds has drawn an almost photographic likeness of the irresponsible gentleman who alternately smiles and weeps through the text—and it is a likeness which suggests how many Micawbers there may be, after all, in real life. The selection of "David Copperfield" as the novel above all others of the Dickens series for this elaborate treatment is judicious and appropriate to the centenary of its author. It is the novel in which Dickens is supposed to have put much of his own life. It is typical of his best art, and it has attained the widest popularity of any of his books.

Dickens, Charles. The Pickwick Papers. 2 vols., pp. 450, 457. New York: E. P. Dutton & Co. $7.50 net.

The Dickens centenary is being appropriately celebrated by editions more sumptuous than Dickens himself probably ever dreamed his novels would attain. These two volumes of the "Pickwick Papers" are luxurious in their broad margins, clear and handsome typography, and in a wealth of illustrations by Cecil Aldin. There are twenty-four large colored plates. The style of the "Pickwick Papers" is not the finest in Dickens, and many of his readers grow to prefer his more finished work as they grow older, and would probably care more for fine editions of the "Tale of Two Cities," "David Copperfield," or "Nicholas Nickleby" than for the broad farce of Pickwick. It may be, however, that Pickwick appeals to the many, and publishers are seldom blind to this view of the matter, so it is perhaps best to be grateful for this handsome specimen of Dickens' work and to hope for more to follow.

Downes, William Howe. The Life and Works of Winslow Homer. Boston: Houghton Mifflin Co. 1911. $6 net.

In this volume the work of one of America's most individual painters is traced in its completeness by a friend and admirer of many years' standing. The book seems likely to pose as the definitive exposition of this painter's work whatever readjustment of critical values subsequent critics may feel called upon to make. Nothing is apparently slighted, no facts of the author's life and work omitted that are needed for a broad estimate of his powers. He is seen here as a strangely solitary figure in the art world, intensely individual and intensely American. Almost alone of American painters he turned his back on the influences of Europe and all the great traditions of foreign art. Not only this, he early in life, on taking the resolution to become a painter, formed also the determination not to look at pictures, even those of his fellow craftsmen. His virtues as well as his shortcomings as a painter were all his own. Mr. Downes's book is patient and painstaking, albeit, it can not be denied, somewhat pedestrian in style. The profuse illustrations add great value to the work.

Elliot, Frances Minto. Diary of an Idle Woman in Italy. 16mo. New York: Bretano's. $1.50 net.

For those who have enjoyed Mrs. Elliott's entertaining vein of gossip in "Old Court Life of France," or who have passed pleasant hours of imaginary travel with her book on Spain as a companion and guide, this new Tauchnitz edition of her "Diary of an Idle Woman in Italy" will be heartily welcome. Taking it literally, the title of the book is decidedly a misnomer. Mrs. Elliott is anything but "an idle woman," as the merest glance through these pages, packed, as they are, with information and anecdote, will show. But in the sense that this delightful author went on her travels unhampered by cares of business or prosaic duty, led solely by her own fancy and her apparently unerring instinct for a good story, the title is really very apt. The "Diary" is not so much a description of places seen—altho such descriptions are not lacking in its pages—as it is an unconventional record of encounters with interesting people, and of illuminating little bits of personal gossip gathered in famous picture galleries, or venerable cathedrals, or along some romantic roadside. The result is an admirable portrayal of the Italy of to-day, saturated with its atmosphere of legend and historic antiquity. And the reader is inclined to close the book with the conviction that to see a country thoroughly it is well to be "an idle woman."

Forster, John. Life of Charles Dickens. Centenary Edition. Illustrated with 500 portraits, facsimiles, scenes, places, etc. 2 vols., 8vo. New York: The Baker & Taylor Co. $7.

The first volume of this authoritative biography was published just forty years ago, seventeen months after the novelist's death, and was completed in December, 1873. Since that time there have been, of course, numerous biographies and sketches of Dickens, some of which have contained material not included in Forster's "Life." The latter, however, retains its position as the standard authority on its subject, just as Lockhart's "Scott" takes precedence over all other biographies of the Scotch novelist. Forster was the confidential friend, companion, and adviser of Dickens for more than thirty years, and was thus better equipped than any of his contemporaries to be his biographer. So vividly has he drawn the portrait of the great Victorian that Carlyle said of it that it was without a parallel, "except in Boswell the unique." And the verdict of Carlyle has remained unshaken by later critics. It is thus eminently fitting that this biography should be selected for special treatment in view of the coming Dickens centenary celebration. The original text is given without revision, in deference to the wishes of the surviving members of the novelist's family. But a new and comprehensive index has been added, and over 220 pages of illustrations. The latter feature comprises a number of remarkable "finds," and will make this edition of unique value to Dickens collectors.

Franck, Harry A. Four Months Afoot in Spain. 8vo, pp. 370. New York: The Century Co. $2 net.

At a moment when the devices of civilization are directed toward making travel more and more a matter of speed, some few spirits are found bold enough to prefer the leisurely delights of the open road. Mr. Franck, who proclaimed himself a wanderer in his "Vagabond Journey Around the World," presents in this interesting volume a record of a holiday vacation. During his carefree four months he traveled a thousand miles on foot, and twice that distance by third-class rail, and had the time of his life with fellow wayfarers of all classes. Landing at Gibraltar, after a steerage passage from New York, he zigzagged by easy stages to Bayonne, and finished at Bordeaux with a franc in his pocket. Those who want to know how an adventurous holiday in Spain can be spent on $172, of which $90 went for transportation, should not fail to read this practical account. There are some seventy photographs and a map of the route.

Geil, William Edgar, M.A., LL.D., F.R.G.S. The Capitals of China. Cloth, large 8vo, pp. 429. Philadelphia; J. B. Lippincott Co. $5 net.

Dr. Geil, well known as a Chinese scholar and traveler, has already described his ascension of the River Yang-tse, and his researches along the Great Wall. In this extremely interesting work he records his visit to the several capitals of the Eighteen Provinces, where he met with every official encouragement in his collection of works with which to form the basis of a representative Chinese library. It is not a mere travel journal, but largely a scholarly and critical study of various forms of Chinese literature; there being extracts from works of antiquarian and topographical interest, quotations from the prose and poetry of the Flowery Land, hitherto without the reach of the ordinary reader, and amusing samples of Chinese fiction and humor. Not the least interesting feature is the giving of proverbial sayings in Chinese hieroglyphs, with a translation at the head of alternate pages. There are over one hundred illustrations and twelve maps and plans.

Gouverneur, Marian. As I Remember. Pp. 393. New York and London: D. Appleton & Co. 1911. $2 net.

Nineteenth-century celebrities figure conspicuously in Mrs. Gouverneur's reminiscences. Her own father, James Campbell, was a descendant of a Jacobite who fought at Culloden, and her mother the daughter of Captain Hazard who commanded a privateersman during the Revolution. Born in Jamaica, she accompanied her parents to New York and there, at fashionable schools, associated with the daughters of the "first families" in days when it was bad taste to mention a lady's name in print and every married woman wore bonnet strings tied demurely under her chin. These records partake of the nature of well-bred gossip, first about aristocratic families whose daughters were at fashionable schools which the author attended, and later, after her marriage to Samuel Gouverneur, Jr., grandson of ex-President Monroe, about the intimate friends who figured in her life in Washington and Maryland. The anecdotes of the Astors, Lorillards, President Van Buren, General Scott, and many others have much personal interest, and even a fascination.

Gribble, Francis. The Romance of the Oxford College. Crown 8vo, pp. 324. Little, Brown & Co. $1.75 net.

Mr. Gribble makes no attempt to add to the many guide-books, histories of Oxford, Oxford reminiscences, or studies of Oxford life or manners. What he has done in his own pleasant way is to write a delightful, gossipy chronicle of events and personages associated not only with the history of Oxford, but also with the history of England. If you are curious as to why Shelley was expelled from the University; why Dr. Johnson threw the boots out his window at Pembroke College; why there are so many of the Jones family at Jesus; who burned Froude's "Nemesis of Faith"; who was Canon Spooner; and a thousand other quaint and curious facts; Mr. Gribble can satisfy your thirst for information. He has stories of every one of literary and historical interest, from the Black Prince up to Cecil Rhodes, and tells them with spirit and humor. There are seventeen illustrations of the various colleges.

Harrison, Frederic. Autobiographical Memoirs. 2 vols., 8vo. New York: The Macmillan Co. $7.50 net.

In his eightieth year the apostle of positivism sets about to tell truthfully and simply the history of his life, and of what his followers claim as his religion. He was born in London, and brought up as a Christian believer, but going to Oxford in 1849 he left it a rationalist and a radical democrat. He despised the educational system there, altho a youth of great attainments, professing to have learned more theology than anything else in the lecture-rooms of Wadham college. F. D. Maurice, F. Newman, and John Stuart Mill had, however, infused his mind with the leaven of doubt. He passed from latitudinarian theism to skepticism, and from that to what he styled "positivism," which he explained as a word derived from French usage, and meaning "scientific." Knowledge as derived from fact and evidence, neither from intuition nor tradition, was what he aimed at as the only guide of life. He was bitterly attacked for his published writings by Ruskin, became intimately acquainted with another disciple of Comte, George Eliot, and gives a long account of the foundation of the Positivist Society and the gatherings at its early home at Newton Hall. His estimate of American journalism is amusing. "The American press," he declares, "pours out day and night a Niagara of print, and in it there is not one page, one sonnet, one idea of the highest order, hardly one of the second or third." Among English writers of the Victorian Age he counted Robert Browning to be the strongest and sanest. The whole of this work, as the product of a man of genius, boldness, and sincerity, is interesting. The autobiography is told with simplicity, and by those who wish to have a first-hand knowledge of the religious revolution it describes and the people who were agents in it the work will be appreciated.

Harrison, Mrs. Burton. Recollections Grave and Gay. Small 8vo. New York: Charles Scribner's Sons. $2.50 net.

Readers of Mrs. Harrison's novels of life in Virginia, New York, and elsewhere will scarcely be prepared for the variety and fulness of life she unfolds in these reminiscences. The chapters which pertain to Richmond during the Civil War are of notable interest. The author was one of the beautiful "Cary sisters" of that time, and came to know all the prominent people in the Confederacy that centered about Jefferson Davis. The man whom she afterward married, Burton Harrison, was Mr. Davis' secretary. When the

(*Continued on page* 1118)

MOTOR-TRUCKS AND MOTOR-CARS

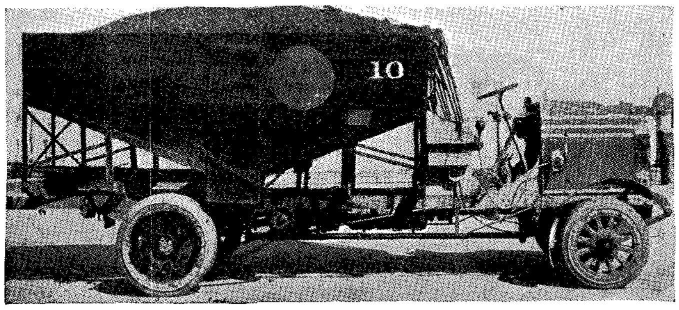
"MILLIONS" FROM GUAYULE RUBBER

REPORTS continue to come from Mexico as to the great development that has taken place in guayule rubber. Millions are said already to have been made out of guayule, a plant which, until a few years ago, was quite unknown outside of Mexico. Natives first pointed out to others the properties of this plant. This was only a few years ago, and now the output of marketable rubber made from the plant is placed at 14,000 tons. While there has been some decline in the price in late years, the industry is still a profitable one. The attention of Wall Street has now been drawn to the industry—so much so, in fact, that *The Wall Street Journal* has made it the subject of a prominent article, in the course of which it says:

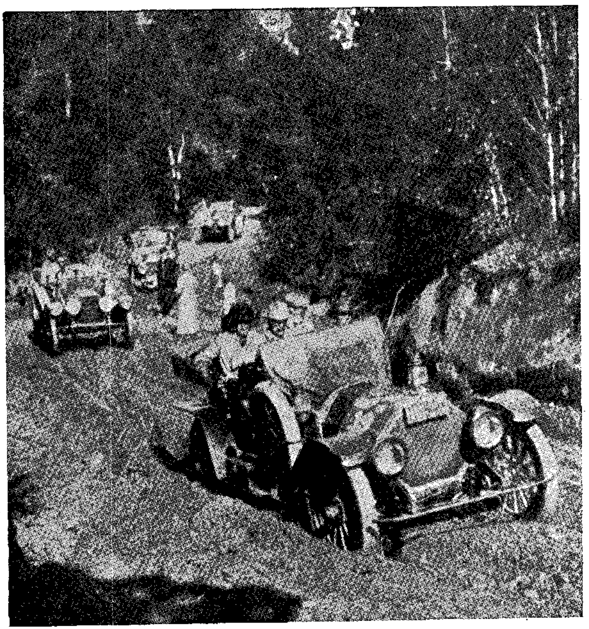
"Down in the Mexican province of Chiapas, which lies between Guatemala and the peppery confines of Tabasco, our California prospectors some years ago made a curious discovery, out of which they have since coined some millions of dollars, with assurances of more to come. The natives showed them a wild plant marvelously resembling the well-known *Fiscus elastica* of Burma, Singapore, Java, etc., and yielding a somewhat similar emulsion, which was susceptible of coagulation by means of like simple treatment. The caoutchouc thus formed, tho inferior to the cultivated product of the Orient, or the *Hevea brasiliensis* of the Amazon region, possest considerable elasticity, and served admirably to appease the growing rage for automobile tires.

"With characteristic enterprise the Californians rapidly bought up the wild lands of Chiapas, bought them for a song, vaunted their discovery, and sold the lands to incorporated companies for immense sums. To-day the guayule plantations embrace millions of acres and annually yield over 14,000 tons of marketable rubber—that is to say, nearly one-seventh of the entire rubber product of the world.

"It is in the midst of this region that stand the ancient ruins of Palenque, whose curious edifices mark the remains of a vanished race and excite the wonder of the modern traveler. In preparing the soil of Chiapas for the cultivation of the wild guayule (castilloa) the planters, or the geologists who followed them, found evidences that the country, now covered with a luxuriant tropical growth, had once been submerged under the bed of the Pacific Ocean, was subsequently elevated, and in the course of ages became covered to the depth of several feet with a porous black loam, overlaid with ancient and assimilated ashes from the volcano of Santa Maria. The large percentage of organic matter, nitrogen and alkaloids, together with the plutonic potash held by the soil, 'constituted the ideal ground for rubber culture, as was proved by the presence of numerous ancient castilloa trees of great dimensions.' A recent fall of two to four inches of ashes in 1902 had, however, to be cleared away because it had not assimilated.


From "The Commercial Vehicle."

A NEW TYPE OF COAL TRUCK IN USE IN NEW YORK.


From "The Motor World."

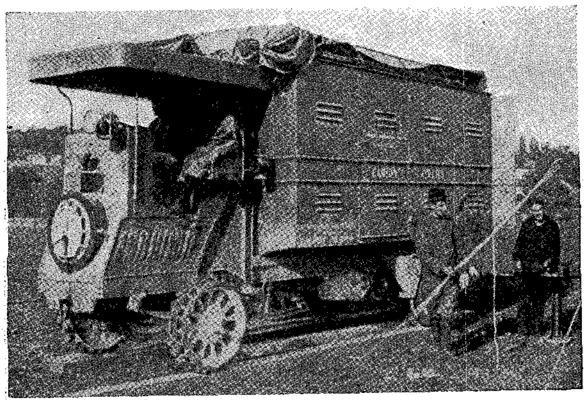
GLIDDEN TOURISTS MAKING THEIR WAY IN FLORIDA.

"This region is now traversed from northeast to southwest by the Pan-American Railway, which hugs the western coast and passes through the fertile valley of Soconusco, among whose many wonders is said to be the largest rubber estate in the world. This is the Zacualpa plantation, of twenty-nine square miles, of which 18,000 acres are planted with seven million trees, with 5,000 more acres in preparation. The Wisconsin has two and a half million acres; the Rosario one and a quarter; the Philadelphia 835,000, and so on. As indicated by the names, many of them are owned by Americans.

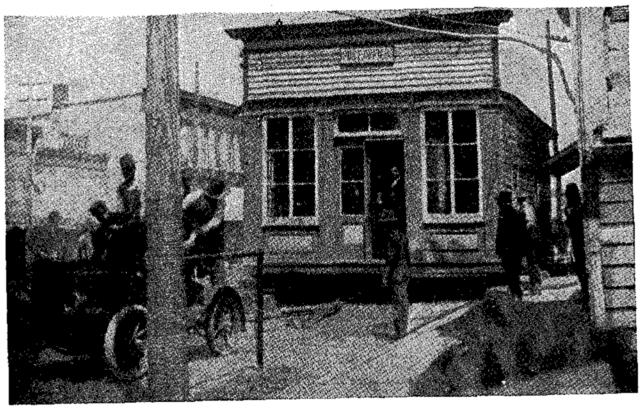
"Chiapas is not the only rubber-yielding province in Mexico. Coahuila, the second in importance, claims to have $65,000,000 worth of rubber growing, with Chihuahua a good third. Most of the entire Mexican product finds its way to the United States, the importations during the year ended June 30, 1911, having amounted to nearly 10,000 short tons. Its inferiority to the Para and Oriental varieties and the great extension of the culture throughout the world in recent years have brought the price of guayule down from $1.60 to less than fifty cents a pound, gold; but as it is claimed to cost not over a third of this to grow and ship, there is still a considerable margin of profit for all prudently conducted plantations."

Motor Age reenforces the general tone of this article in a letter from Mexico of recent date, which says that, within the past seven years, a development in the guayule industry has taken place sufficient to "astonish the industrial world." During the latest fiscal year the exports of refined and crude guayule rubber was valued at $32,985,679, which was an increase of $6,757,490 over the preceding fiscal year. The revolutionary activities of Mexico interfered somewhat with the industry during the year; otherwise it is believed that the total output would have been valued at nearly $50,000,000. It is a matter of only eight or nine years since the qualities of this shrub as a source of rubber first became known. The investments since made in the industry make a total of more than

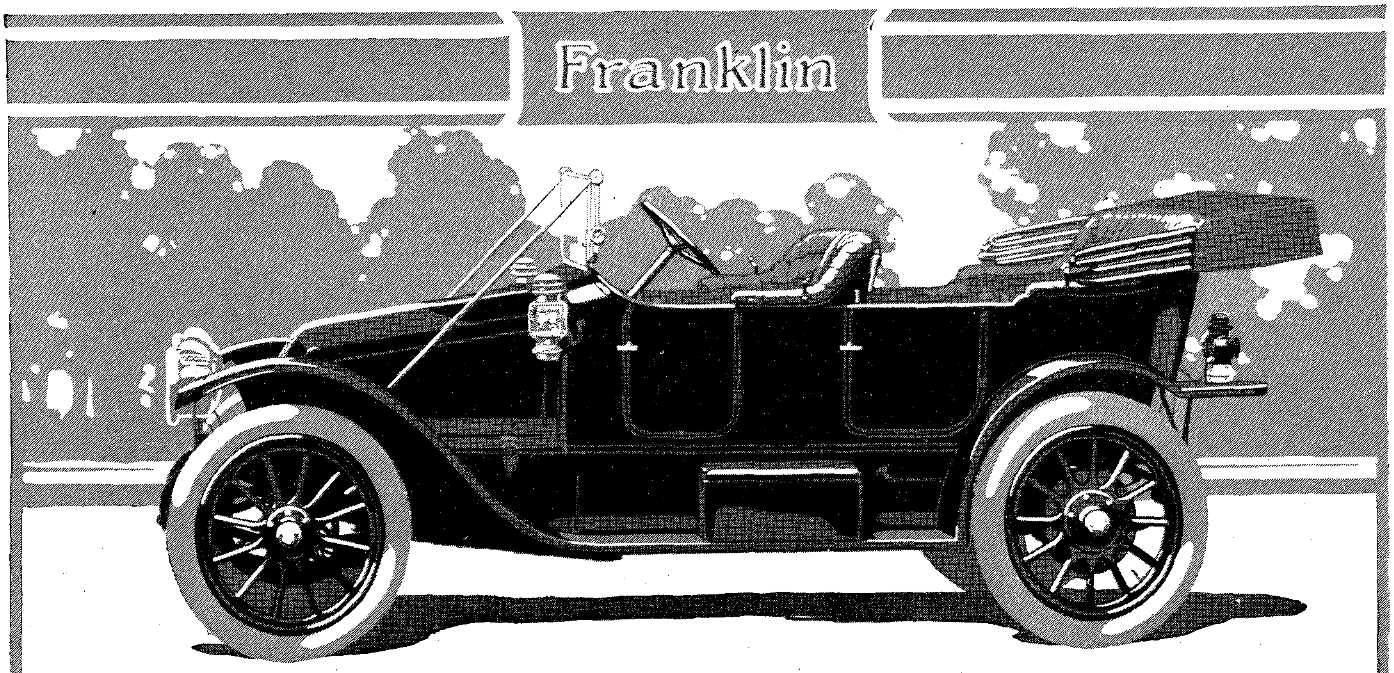
(*Continued on page* 1108)


From "The Motor World."

TRAVELING REPAIR SHOP USED IN THE FRENCH ARMY.


From "Motor Age."

A MOTOR-CAR MOVING A POST-OFFICE IN WISCONSIN.



Franklin Model D
"The Car Beautiful"
"6—38" $3500

Embodying to the utmost Franklin quality and Franklin beauty of design.

The Franklin is the standard for riding comfort. Tire service is another feature.

We have a tabulated report from many owners showing absolute freedom from tire blow-outs, together with actual mileage obtained, which we will mail on request.

Write for our new catalogue

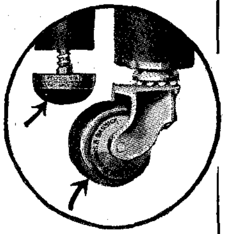
FRANKLIN AUTOMOBILE COMPANY
Syracuse, N. Y.

Don't Buy Xmas Presents of **Pianos** or **Furniture,** and spoil the pleasure of your gifts,

UNLESS

such articles are equipped with "FELTOID" CASTERS and TIPS. Piano and furniture dealers will supply "FELTOID" Casters and Tips if you INSIST on your purchases being so equipped. It will pay you to INSIST, because "FELTOID" Casters and Tips SAVE beautiful hardwood floors and costly rugs from ruin and destruction. Do not allow your dealer to tell you rubber, leather, or metal wheels are as good—they are NOT.

"FELTOID" Casters and Tips



are made of an indestructible, resilient substance that serves as a cushion tread, receives and absorbs the impact, ***and affords absolute floor and rug protection.***

Just you try them and compare "FELTOID" with the old-fashioned casters—"FELTOID" superiority will be so apparent you will not be content with any other kind.

INSIST on the genuine with "FELTOID" stamped on every wheel and tip for your protection. If your dealer will not supply you, order direct from us.

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BRIDGEPORT, CONN.
FREE booklet on request

FOR · BUSINESS MEN · AND PROFESSIONAL · MEN

Accident Insurance At Cost $9 a year.

Learn of our plan: our booklet sent FREE on request explains it in detail—The same plan has been used by traveling men's organizations for the past thirty years. This is the oldest Association in the world writing Accident Insurance at Actual Cost for Business and Professional Men.

$4 **the regular membership fee, paid now, carries your insurance to April 1, 1912, without extra cost.**

The Inter State Health Policy is $10 a year

Inter State Business Men's Accident Association
ERNEST W. BROWN, Sec.-Treas.
502 Observatory Building **Des Moines, Iowa**

MOTOR-TRUCKS AND MOTOR-CARS

(*Continued from page* 1106)

$60,000,000, while across the border in Texas there are other investments of at least $2,000,000. The correspondent says further:

"Practically all of the guayule rubber produced in Mexico is exported to the United States, where it enters largely into the manufacture of automobile tires and electrical appliances. Owing to the fact that most of it is mixt with the Para product when it gets to the refineries and manufacturers, it loses its identity as to name so far as the general trade is concerned.

"It is not known here what the production of guayule rubber in Texas during the last fiscal year amounted to, but it is said to have been considerable. The development of this industry in Northern Mexico and in the upper Rio Grande border region of Texas means that the United States is now equipped with a new element of industrial greatness. The supply of guayule shrub is practically inexhaustible. It is indigenous to a region embracing many millions of acres of land that is almost worthless for any other purposes. The shrub belongs to the semi-desert class of vegetation and grows slowly under natural conditions, but it has been proved by experiments that by cultivation it can be made to attain a commercial size in two years after planting. In its wild state it takes about four years to reach the desired height for cutting. The shrub is being extensively propagated in Mexico and Texas and experiments are being made in growing it in New Mexico and Arizona.

"The two largest guayule rubber-producing interests in Mexico are the Madero family, to which President-elect Francisco I. Madero, Jr., belongs, and the Intercontinental Rubber Company and its subsidiaries, which is controlled by the Rockefeller-Aldrich syndicate. This city is the chief manufacturing center of the industry. Besides the large rubber factories that are situated here a number of others are scattered through the states of Zacatecas and Coahuila."

" JOY RIDERS "

It appears from the most recent official data that, during the first ten months of the present year, 89 persons in Greater New York were killed as a result of automobile accidents, and that 855 others were injured. No statistics are given as to lives lost and persons injured from other accidents during the same period, these data having been collected by the secretary of the National Highways Protective Society, which is chiefly concerned with automobile accidents. The secretary cites as the most formidable items among the causes of accidents the " joy-rider " and the " night-hawk " cabman. A writer in *Motor World*, citing these figures, says the Society has already " exercised a good influence," and that its secretary's conclusions as to " joy-riders " and " night-hawk " cabmen are " well within reason." The law on the statute books, making joy-riding a felony, " has failed wofully as a means of greatly reducing offenses." The writer continues:

"'Joy-riding' continues to flourish to an extent almost beyond belief and fully known only to garagemen and chauffeurs. The garage which does not house at least one chauffeur given to nightly theft of his employer's car probably is the exception and not the rule; most of them house more than one such culprit. There are garages which are perfect hotbeds of 'joy-riding,' but for some reason the average garageman and the average chauffeur consider themselves interdependent. They protect each other, so to speak, from the car-owner who pays both for honest service. The protection is carried to great extremes.

"In one recent instance the garageman, who himself had a car for rent, wailed continually because a chauffeur on his premises was 'hacking' his employer's car at less rates than the garageman considered fair competition. But despite his knowledge the garageman failed to notify the car-owner of the almost nightly theft and misuse of his property. It continued until finally the crook lost his job, and even then he was permitted to hang around the garage until the garage-owner was given a stern choice by another patron of his establishment who had discovered that his own car was being similarly misused.

"This may be an extreme case, but the fact remains that 'joy-riding' can not long continue without the knowledge of the garage-owner and his night superintendent. They can come pretty close to stopping it whenever they will and whenever they cease to seek subterfuges and begin giving the car-owner a square deal and the protection for which he pays well. Joy-riding can be stopt, and quickly. Simply so amend the anti-joy-riding law that the garage-owner or the garage superintendent, or both, shall be made accessories to the crime committed by the chauffeur. Such a law instantly will not merely clarify the garage atmosphere, but it will make the highways safer and save many lives and many limbs, all of which are objects well worth serving. When everything else failed to stop race-track gambling, a law of the sort which made the track-owners and directors personally culpable stopt it instantly and effectively."

THE PRIVATE GARAGE AND THE PUBLIC

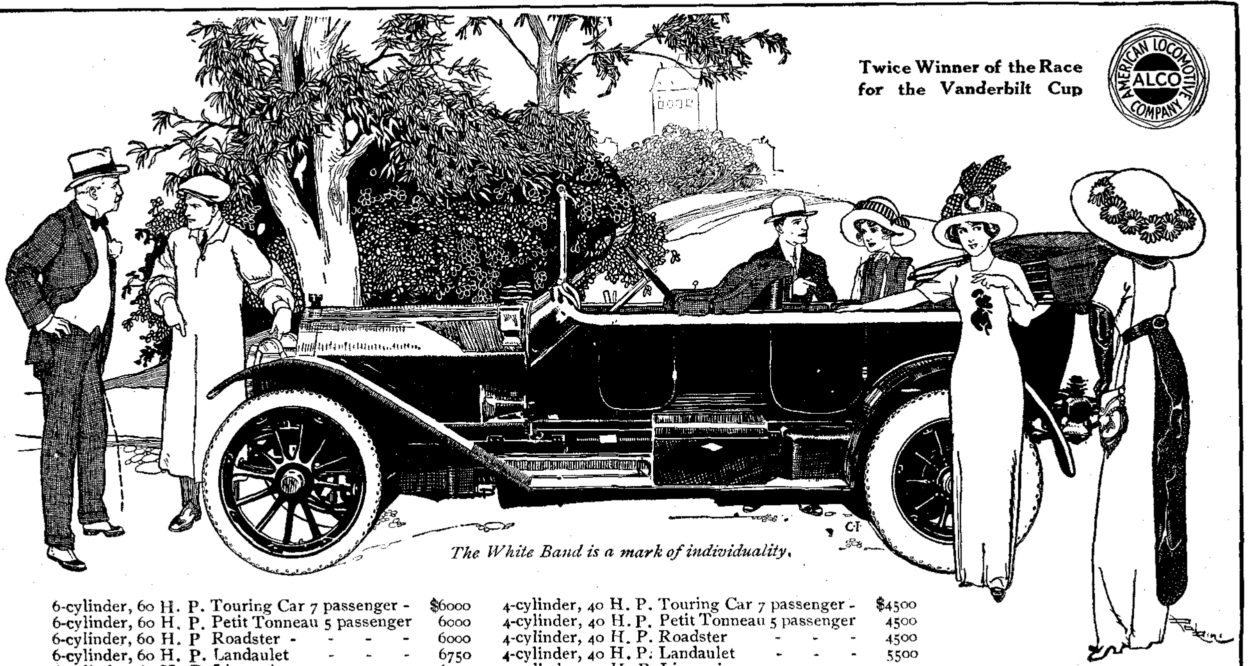
There is observable everywhere a remarkable increase in private garages. Some of these are elaborate and costly structures, others simple edifices made of concrete or wood. *The Motor World* ascribes the increase largely to the impatience engendered among owners of cars " by the slow and sometimes almost indistinguishable improvement in general garage conditions." Many owners have come to believe it is impossible to get from a public garage any better results than have been achieved in the past, and these frequently have been of a most unsatisfactory kind. The writer says further:

"Be it barn, woodshed, or concrete pavilion on the lawn, the private garage is a factor to be reckoned with, both in its effect on the business of the public garage man and its influence on the trade. And it is a factor which rapidly is assuming more important proportions. To the automobile has been given credit for considerable assistance in suburban real-estate development. Not infrequently an essential of such assistance is the private garage. To the automobile has been given the credit for the emancipation of the modern farmer from the thraldom of his old-time isolation. Invariably his release from bondage results from his ability to care for his own machine quite as much as from its mere possession; it is possible only where the public garage can be almost entirely eliminated from consideration. Thus the latter institution is

(*Continued on page* 1110)

Relieves Headache
Horsford's Acid Phosphate
Relieves headache and nervousnessca used by impaired digestion, wakefulness or overwork.

Twice Winner of the Race for the Vanderbilt Cup



The White Band is a mark of individuality.

6-cylinder, 60 H. P. Touring Car 7 passenger	$6000	4-cylinder, 40 H. P. Touring Car 7 passenger	$4500
6-cylinder, 60 H. P. Petit Tonneau 5 passenger	6000	4-cylinder, 40 H. P. Petit Tonneau 5 passenger	4500
6-cylinder, 60 H. P Roadster	6000	4-cylinder, 40 H. P. Roadster	4500
6-cylinder, 60 H. P. Landaulet	6750	4-cylinder, 40 H. P. Landaulet	5500
6-cylinder, 60 H. P. Limousine	6750	4-cylinder, 40 H. P. Limousine	5500
6-cylinder, 60 H. P. Berline Limousine	7250	4-cylinder, 40 H. P. Berline Limousine	6000

ALCO

1912

NEW lines—long, low, straight, simple—wider doors, more room, deeper upholstery and a *culture in little things* grace the 1912 Alco. For beauty the Alco is rare among motor cars.

Beauty in the dignified simplicity, the quiet style, the graceful practical doors, the character in the hooded dash, the plain masculine outline of the radiator, and the richness of sturdy, generous fenders.

Beauty in the culture of the soft, deep cushions, the strong lamps, the dash ventilators, the concealed Prest-O-Lite tank, the petit appointments, its very paint—a daintiness and good taste that is appealing.

Beneath the tonneau door, and concealed, is an electric bulb which lights automatically at night as the door opens. It illuminates vividly the step and assists one in alighting.

And beauty runs *deep* in the Alco. Down to its strong, clean chassis—a good metal feast to the man who loves a thing well made. One need not be a mechanic to enjoy this engineering.

The Alco goes back to 1905. It was changed from a chain driven to a shaft driven car in 1907.

To accomplish this, new hammers and new dies were installed in the Alco factory at a cost of $51,700. Here is now located the largest drop hammer in the world. It weighs 250,000 pounds. This hammer smites the rear axle out of a solid billet of steel.

From the beginning the great desire of its builders was to produce a car of long life.

The extensive experience in locomotive building gave the builders of the Alco a *latent* knowledge that no one else in the automobile business today possesses.

This is why the Alco factory possesses a wealth of equipment that stands second to none in the world for completeness—not an equipment to turn out cars "for the day's smartness," but an equipment in forge, laboratory, heat treating ovens, automatic machinery, instrument like tools, gigantic machines, and wonderful superhuman devices that apply thousands and thousands of pounds of pressure to various parts—tests that no man and no shock could supply.

Knowing from their experience that a locomotive is strongest only at its weakest point, the builders of the Alco put every single part that goes into the car through an individual analysis both in the chemistry and physics laboratories.

That is perhaps the biggest reason:

—why the Alco never breaks down;

—why there are wealthy men to-day driving Alcos they purchased in 1906;

—why the Alco twice won the race for the Vanderbilt cup, America's motor classic;

—and why you never hear of an Alco in a second hand shop.

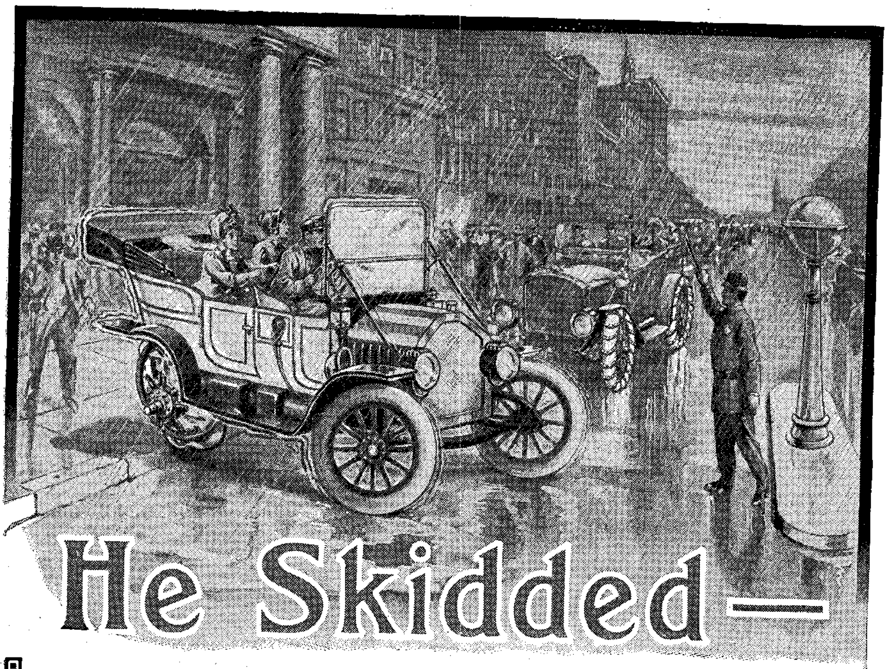
Think that over.

The new lines are enticingly—irresistably beautiful.

Write for a catalog.

AMERICAN LOCOMOTIVE COMPANY, 1885 Broadway, New York

Builders also of Alco Motor Trucks and Alco Taxicabs



Foolish dependence on rubber alone

Some men think more of their money than they do of their lives—but suppose they do—*the cost of Weed Anti-Skid Chains is small—and—the cost of skidding is great!*

Just look at this! A man buys an expensive car. No money is spared to safeguard it against everything—*everything but skidding!*—and well he knows that Weed Chains make skidding utterly impossible—yet he neglects to get them.

"Pooh! Pooh!" he exclaims, "quite non-essential—the danger is remote—besides I am a very careful driver." One day a little rain—a slippery pavement—a false turn—

S-Sk-Ski-Skid! Crash!

It's a short story—but a long list of repairs. Skidding certainly does injure a bank account.

Strange, isn't it? If any little breakage is sustained the car goes to the garage, quick—but when the bare rubber tires are wet and slick—and they commence to slip and slide and skid dangerously—*you do nothing*—NOT A THING! Strange, isn't it?

Think hard! Answer this question truthfully—IF YOU VALUE EITHER YOUR MONEY OR YOUR LIFE—AND IF YOU KNOW POSITIVELY THAT IF YOU DO *NOT* USE WEED CHAINS YOU MAY LOSE YOUR MONEY—OR YOUR LIFE—OR YOU MAY LOSE BOTH—*WHY IN THE NAME OF REASON DON'T YOU USE THEM?*

At All Reputable Dealers

Weed Chains cannot injure tires because "they creep."

On front wheels give comfortable, easy steering—out of car tracks, snow drifts and "deep going" just like steering on smooth roads.

Weed Chain Tire Grip Co. 28 Moore St. New York

REMEMBER THE NAME

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EYEGLASS & SPECTACLE MOUNTINGS

Persons Often Look Alike Without Being Alike

Other mountings may look like Shur-on Eyeglass Mountings, but close inspection will show that better mechanical construction which makes Shur-ons, when properly adjusted

GRACE THE FACE STAY IN PLACE

Comfortable, Convenient, Durable

Write us for "How, Where and Why" a Shur-on.

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LOOK FOR THE NAME
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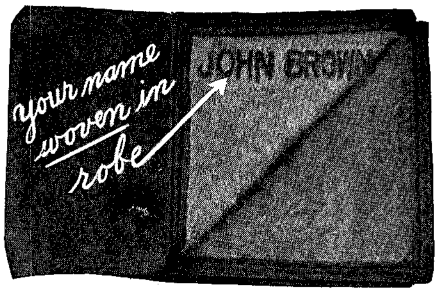


NAME-ON AUTO ROBE

Any initials, name, or initials and town woven right in the fabric—can't be removed without destroying robe. Warm, soft, luxurious. Of dyed-in-the-yarn extra long-fibre mohair. A Name-On is the ideal Christmas gift—

The Robe that CAN'T be Lost or Stolen

Price, $10 prepaid, Money back if not satisfactory

Equals in quality robes that sell for $15.00 without the "name-on" features.

In fast two-color combinations from any two of these: Black, Fawn, Auto Gray, Maroon, Olive Green, Dark Blue, Leather. Special colors, $1.00 extra. 54 x 72 inches. Bound with felt; triple stitched. Well finished.

Order NOW for Christmas

Write for Booklet.

J. & E. DAWSON, Hancock & Somerset Streets, Philadelphia
Mfrs. of Textiles for 21 years. Agents wanted everywhere.

(*Continued from page* 1108)

coming to play much the same part in the realm of the automobile that the hotel does in human life; it is a resting-place for transients and a home only in instances where inability or disinclination prevents the maintenance of a private establishment.

"The changing status of the public garage should be fixt in mind for several reasons—principally because it involves an alteration in the very nature of the business. The public garage in the future, and particularly in the smaller towns and villages, is destined to become more and more dependent on the sales of supplies and spare parts, and to some degree on repair work, than it is on the apparent staples of storage and routine maintenance."

TRUCKS AND THE PARCELS POST

The bill introduced in Congress during the last session, providing for a parcels-post system for packages weighing up to eleven pounds, has developed considerable interest among makers of motor-trucks. Should this bill become a law, it is believed that motor-trucks will be employed to a considerable extent in making deliveries. *Power Wagon* notes that some recent statistics from department stores have an interesting bearing on this matter. Three such stores in Chicago were asked to state the percentage of packages delivered weighing less than eleven pounds each. In one of the stores, which delivers about 3,000,000 packages every year, it was learned that considerably more than 90 per cent. of them weigh less than eleven pounds, while the managers of other stores put the figure at about 90 per cent. From this it may be inferred in general how large a business would await the Government when it establishes a parcels post. The experience of department stores shows that a single delivery can be made for about five cents.

Power Wagon has solicited an expression of opinion on this subject from several prominent men of experience in transportation. John Wanamaker replied: "We find motor-trucks efficient, expeditious, and economical in suburban work, and see no reason why they should not prove so in connection with a parcels post in territory suited to their operation." The postmaster of New York City said: "It is obvious that if such a system (of parcels post) were inaugurated, some form of truck or power-wagon would naturally be required for the transportation of such matter, and if at that time it should be demonstrated that a motor-truck could be constructed so as to meet the requirements, the increased speed which it would probably be possible to obtain from a conveyance of that character would constitute an advantage." John A. Hazlewood, Chairman of the Wisconsin State Highway Commission, replied:

"It is evident to me that conditions shortly will demand two very important changes in our methods of delivery of parcels; the first will be a handling of parcels through the mail, and the other, a more general and rapid delivery of mail and parcels to even many of the now remotest places. The vehicles propelled by gasoline and electricity are coming into general use all over the country, and in my

(*Continued on page* 1112)

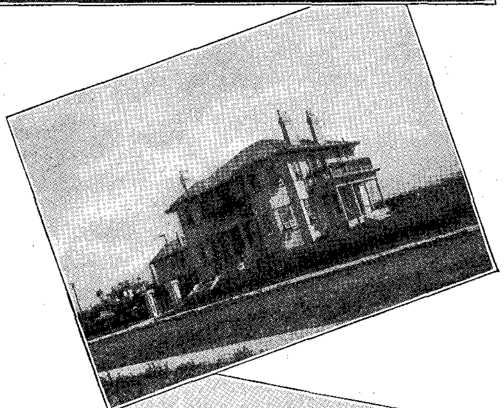
Savannah's the Place for Your Winter Home

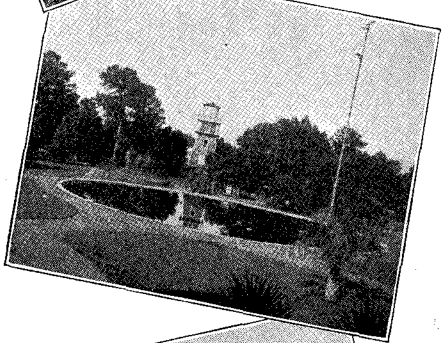
Most localities have some drawbacks, when considered as a prospective dwelling place. Savannah has none. On the contrary, it has a wealth of things to be desired.

Situated only ten miles from the Ocean, as the crow flies, is Chatham Crescent, Savannah's choicest residential section. Only two miles away is the wide salt water inlet at Thunderbolt. In an opposite direction, at equal distance, is the Savannah River. It is an ideal place to build a home.

Probably no section of the United States has, within five-score miles of its centre, the estates and preserves of so many prominent and well-to-do Americans. The fact is significant. There are reasons, many of them, why this particular part of the country has been given preference by hundreds of people whose means afford them a world-wide choice. It has been aptly called "The Playground of the World." Southern France and Sunny Italy haven't a more delightful climate.

Savannah is the automobile Mecca of this country. Its speedway, 40 miles in length, has no equal anywhere. Many of America's most notable races have been held here—among them the International Grand Prize Races of 1908, 1910 and 1911. The 18-hole course of the Savannah Golf Club is superb. Old battlements, thrown up during the Civil War, form perfect bunkers. The large Club building has every modern appointment. There is an abundance of game and fish in wide variety. The Savannah Yacht Club, with its splendid grounds and moorings, is without equal on the Atlantic Coast. The many large inland salt water sounds, streams and lagoons afford hundreds of miles of fascinating cruising grounds for large or small craft. Yachting disasters are unknown. Savannah is noted for its splendid shore resorts, where every variety of sea food is prepared in many tempting Southern Styles.





See Chatham Crescent

Come to Savannah this winter. Go to Chatham Crescent and see what an ideal spot it is for a home. Chatham Crescent is within the corporate limits of Savannah, in a direct line of the city's natural development. There are 289 acres in all. More than 5000 trees cover this allotment. The streets are in fine condition. There is ample City water supply at full pressure. The sewerage system is modern and complete. It extends to the remotest parts of the tract. Fire protection is excellent. Extreme care has been taken to protect this property with rigid building restrictions. Chatham Crescent certainly offers an unusually good opportunity for wise investment. We now have for sale two bungalows and three semi-bungalows.

You Will Enjoy Reading Our Handsome Book

Send to-day for a free copy of "The Playground of America." It is worthy of a place in your library. Contains many half-tone reproductions of photographs taken in and near picturesque Savannah, and tells you all about this fascinating country. Please fill in the coupon below.

Those who contemplate visiting Savannah, with the intention of investigating our proposition, will be conducted in our handsome gasoline yacht on one- or two-day excursions through the beautiful sounds, streams and lagoons about Savannah—this at our own expense. Please notify us four or five days in advance of your arrival.

Chatham Land and Hotel Co.
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The Savannah Trust Co., Special Agents. Adams & Hull, Savannah, Ga., General Agents.
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In the centre of the plot nearly eight acres have been set apart with a view to constructing a strictly high-class hostelry on this site. At a conservative estimate this property is worth $100,000. It will be deeded in fee simple to the individual or corporation that will give evidence of ability and purpose to comply with our requirements. Those interested should write us at once.

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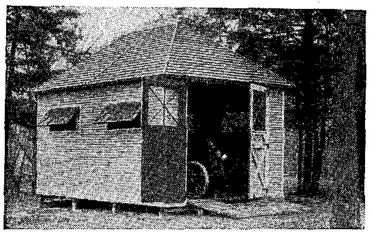
C-5

SPRINGFIELD PORTABLE GARAGES



We have told you why Architects specify ***Springfield Portable Garages*** as ***Standard.*** Why not be governed accordingly in making your selection? Let the ***Springfield*** be your ***Standard*** in comparing the ***Garage*** we make with all others, and you will be surprised at the many **Springfield** features that are lacking in all other makes. Our **Ten Year Guarantee** with each garage we turn out should assure you that our buildings can only be of the highest order.

Write to-day for our catalog of garages and cottages in colors

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Scarf Pin and Button Case

An Ideal Gift for a Man

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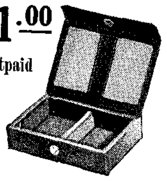

Convenient, useful, rich-looking.

Three separate compartments for scarf pins, links, studs and buttons. Everything in its place and at the fingers' tips the instant it's wanted.

Morocco covered; soft ooze lining. Strong snap clasp. Attractive for dressing table; compact for traveling. Size 4½" x 3" x 1¼". Exceptional value.

Send $1.00 NOW (importation is limited). Prompt refund if you are not well satisfied. Booklet FREE.

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HOW TO RUN AN AUTO
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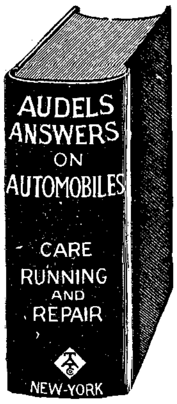

Are you interested in automobiles? If so, let us send you on seven days' free trial—without deposit—this big, new 512 page illustrated manual, entitled

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It is impossible to get the greatest efficiency out of a car until you know every point in running, caring for and adjusting the machine.

In this new book just the problems you are up against are solved in a way that you can easily understand, and so that you can immediately turn to your car and apply the knowledge.

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Cut out and fill in your name and address plainly at the bottom, place it in an envelope and mail. Your copy of

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Kindly mail me copy of **Audels Answers on Automobiles**, and, if found satisfactory, I will immediately remit you $1.50, or return the book to you.

NAME...

OCCUPATION...

ADDRESS... DIGEST

(*Continued from page* 1110)

judgment will soon be provided by the Government for rural delivery, instead of permitting the present 'horse-car' system to continue. Good roads constructed all over the country will help to hurry the day when packages and parcels will be delivered through the mail, and time will be saved through the use of motor-wagons for rural delivery."

Among others who made reply was L. K. Rourke, Commissioner of Public Works, Massachusetts, who did so with a report from one of his division engineers, as follows:

"There is not the slightest doubt that the introduction of the parcels-post delivery and collection by motor-wagon would be an additional incentive to the further construction of roads throughout the country. The advent of the motor-car has created such a demand for improved roads that nearly every State has a department to supervise and construct these thoroughfares. If the Government establishes a parcels post it would in all probability tend toward the adoption of a uniform highway, especially at the State lines, where, in many instances, the improved road in one State is not taken up in the adjoining State. This is where the parcels post would be of assistance in causing the States to continue the construction of them, thus giving improved roads from one State to another."

Power Wagon notes as "a surprizing incident" that came out in the course of its inquiries, "the lukewarm attitude shown by the mail-order houses toward the establishment of a national parcels-post system. We had several communications from these concerns, but, like the railroad companies, the financiers, the politicians, and the express companies we approached, they absolutely declined, with one exception, to come down off the fence and say something of value. We wonder if the shadow of the Big Stick is cast over them, too. It can not be that they do not care one way or the other, for they of all business people are perhaps the most vitally interested."

THE SMALL CAR IN EUROPE

THE recent motor exhibition in London, known as the Olympia Show, has brought out the fact that European makers are more and more turning their attention to the production of light, medium-power cars, having accommodations for only two or three passengers, cars of the type which on this side of the water would be called runabouts and roadsters. At the Olympia Show, the number of cars having only two or three seats was 30 per cent. greater this year than last. European motorists always have been partial to this kind of vehicle, but the increase this year is noted by *The Motor World* as significant of the steady growth of European prejudice against heavy and expensive cars. Another point noted in the show is the increasing practise of including in the purchase price of cars many items formerly classed as "extras," many cars being now listed "with all on." A decided falling off in numbers was noted among cars without tops, the loss among them being about 50 per cent. At the same time the number of cars equipped with detachable tops was considerably increased. *The Motor World* prints in full a table showing these and other facts deduced from the records of the show:

Classification	London 1911	London 1910	Paris 1910	Paris 1908
Cars without tops	16	33	13	41
Cars with tops	207	190	137	123
Closed cars	147	168	200	154
Total (large cars)	370	391	350	318
Two and 3-seaters	83	64	51	45
Racing cars	1	...	4	18
Three-wheelers	6	3	5	4
Total	460	458	410	385
Chassis, all kinds	125	132	146	190
Total (pleasure cars and chassis)	585	590	556	575
Omnibuses, etc	...	...	11	...
Commercial cars	...	...	38	...
Gross total	585	590	605	575
Means of Propulsion:				
Gasoline	580	579	598	566
Gasoline-electric	...	...	...	5
Electric	...	2	...	4
Steam	5	9	7	...
Grand totals	585	590	605	575
Methods of Driving:				
Shaft	569	572	533	456
Chain	7	12	59	106
Electricity	...	2	...	4
Friction	6	3	7	5
Belt	...	1	4	4
Gear-wheels or direct-drive	3	...	2	...
Grand totals	585	590	605	575
Countries of Origin:				
Great Britain	271	294	19	4
France	174	185	508	480
Germany	41	29	20	19
Italy	33	29	31	35
America	28	18	8	6
Belgium	20	25	9	18
Switzerland	9	7	6	11
Austria	6	3	...	2
Holland	3	...	...	...
Spain	...	...	4	...
Grand totals	585	590	605	575

Commenting further on the table, the writer of the article points out that "the death-knell of the method of final drive by side chains has been sounded." He adds:

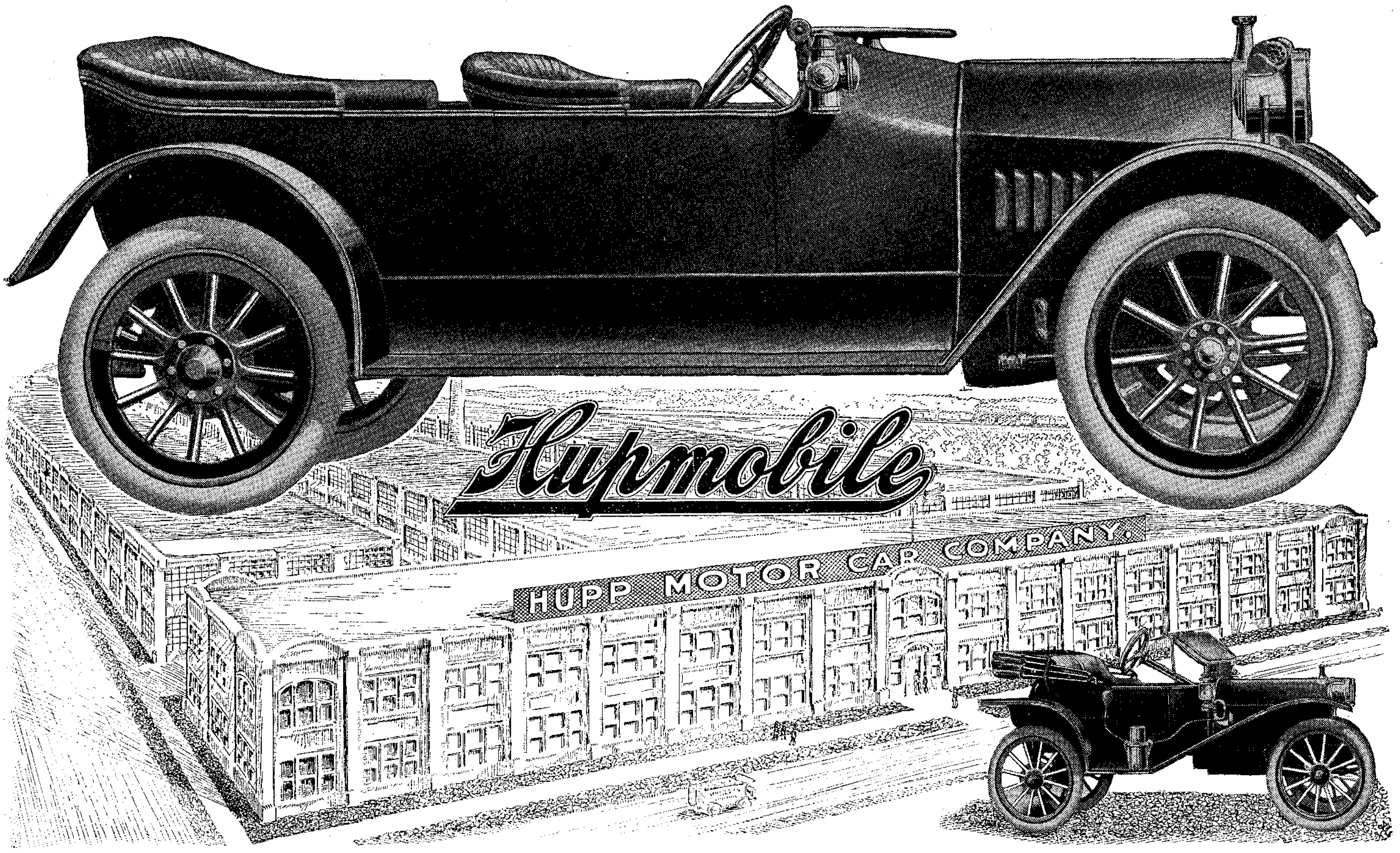
"Altho the table indicates that seven cars were equipped with chain-drive, six of them employed friction transmission of power in conjunction with a single center chain; the seventh also employed a single center chain. Not one of them was of the regulation double side-chain drive, which brings to mind the fact that at the 1904 Olympia show the proportion of cars driven by means of double side chains was approximately 66⅔ per cent. Literally, the system has died hard, for in 1906 the percentage of chain-driven cars still was 33⅓, while three years ago 10 per cent. of the cars were chain-driven."

THE MOTOR ON FRENCH FARMS

French automobile clubs are giving attention to trials of agricultural motor vehicles, chiefly plows of the revolving disk type. Points considered in these contests are the character of the plowing done, the cost of the power, the time required for transportation and getting ready, the men necessary to operate the plows, the facilities for using the plows under different conditions of soil, and the possibility of using motors for other agricultural work. The following are points brought out by the trials, as given in *The Automobile:*

"To obtain a basis for comparison among the different machines all of them were required to work at a minimum depth of 15 centimeters (5.906 inches). The fields used for the trials on the first day were in stubble, while those worked on the second day had been turned over, and the soil was found particularly hard

(*Continued on page* 1114)



Hupmobile Long-Stroke "32" Five-Passenger Touring Car—$900

F. O. B. Detroit, including equipment of windshield, gas lamps and generator, oil lamps, tools and horn. Three speeds forward and reverse; sliding gears. Four cylinder motor, 3¼-inch bore x 5½-inch stroke. Bosch magneto. 106-inch wheelbase. 30 x 3½-inch tires. Color—Standard Hupmobile blue.

The new touring car will be first exhibited at the Grand Central Palace, New York, Jan. 10-17; and subsequently at the principal automobile shows throughout the country.

Hupmobile Runabout—$750 F. O. B. Detroit, including top, windshield, gas lamps and generator, three oil lamps, tools and horn. Four cylinders, 20 H. P., sliding gears, Bosch magneto.

In the new Hupmobile plant, now nearing completion, which will have when finished a capacity of 15,000 to 20,000 cars a year, the Runabout—always a car of unprecedented popularity—will continue to occupy the same large part in our manufacturing plans that it does at present.

Hupmobile Coupe—Chassis same as Runabout—$1100 f. o. b. Detroit.

Hupmobile Roadster—Chassis same as World Touring Car—$850 f. o. b. Detroit

A car that gives you a totally new idea of what you ought to get for $900

A new and larger Hupmobile which immediately thrusts upon your attention a score of *tangible superiorities* which set it in a class apart from cars of its price.

A five-passenger Touring Car for $900 which *rejects every characteristic of commonplace construction;* and makes clear its invasion of the field above that price; by points of difference and departure which no motorist can mistake.

Evolved out of the experience which has built thousands of the Hupmobile Runabout—the quality car today, as it always has been, of the runabout class.

Designed by E. A. Nelson, Chief Engineer of the Hupp Motor Car Company since its inception and designer of the original Hupmobile Runabout. To him and the skilled shop organization which he has continuously maintained, we owe the inimitable lines, the marked simplicity, the efficiency and the high quality of workmanship incorporated in the Runabout.

Impressed with the same strong individuality as the Runabout; and still further removed from comparison by:—

First, the small-bore, long-stroke motor.

Second, the body design and construction which attains the purpose of the "underslung" and avoids all of its disadvantages; and

Third, the Americanization, after close study abroad, of invaluable engineering principles entirely new to this country.

Some of the points which make the price unprecedented

The three chief characteristics of the new Hupmobile are Durability; Efficiency, and Ability.

By durability we mean that we believe that there are more years of quiet, competent service, and a greater capacity for withstanding hard knocks in this car than has ever before been incorporated in a car at any figure near this price—because every part is made of good material and more than amply strong for a car of this size and weight.

By efficiency, we mean lower oil and gasoline consumption; a lesser tire cost; and a smaller outlay for repairs.

By ability, we mean 60% more pulling power for mountain work and heavy roads; 4 to 50 miles of speed at any time and all times; and ability to throttle instantly to a walking gait or to pick up quickly without *feeling the weight of the car.*

These latter advantages are due in large measure, of course, to the motor, one of the first of the small-bore, long-stroke type peculiar to the finest foreign cars, ever manufactured in this country.

The cylinders are cast en bloc, a practice which, except in cars selling for $2500 and more, implies a two-bearing crankshaft.

The Hupmobile crankshaft has three large main bearings, bronze back, Babbitt lined—less wear—fewer adjustments—longer life.

Other bearings include high duty Hyatt roller and F. & S. annular; while the wheels are mounted on Bower bearings.

The valves—all on one side—are enclosed by a pressed steel cover, which keeps oil in and dirt out; and because dirt is kept out, the valves remain noiseless, show minimum wear and require minimum adjustment.

Many a car of 50 to 60 horsepower carries a clutch no larger than the clutch of the new Hupmobile. Multiple disc type, with 13-inch discs—gives positive action and starts the car smoothly and easily.

Transmission gears are amply large for a 40 horsepower car; run slowly and are quiet at all speeds.

This excess strength extends also to the full-floating rear axle — large and strong enough for a seven-passenger car. The gears have an unusually large number of teeth — another precaution against wear and the possibility of trouble.

Oil is fed to all parts and bearings of the unit power plant under pressure — the flywheel runs in oil and its centrifugal force takes the place of a pump. One kind of oil is used for engine, clutch and transmission instead of oil and grease, and it circulates and lubricates until it is literally worn out—a self-evident economy.

Body and chassis design embody a low center of gravity and minimize skidding.

The springs are strong and unusually flexible; the rear spring is the patented Hupmobile cross type; the upholstering is deep and soft—all features that add to the comfort of those in the car.

FREE, 4½ x 8½ PHOTOGRAVURE OF THE HUPMOBILE LONG-STROKE "32"

Hupp Motor Car Co.,
1243 Jefferson Ave., Detroit

Please send me photogravure of the new Hupmobile touring car.

Name.................................

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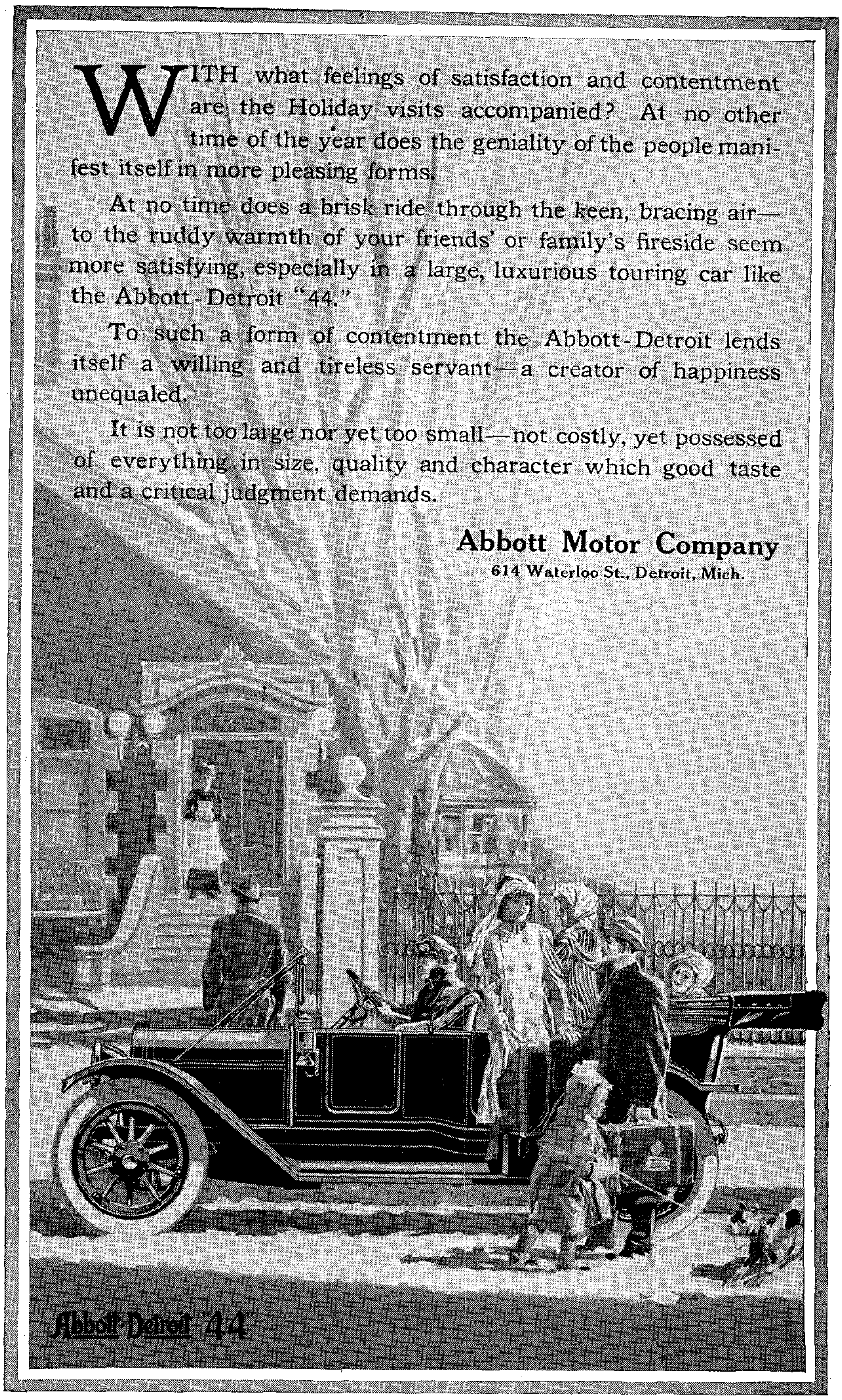


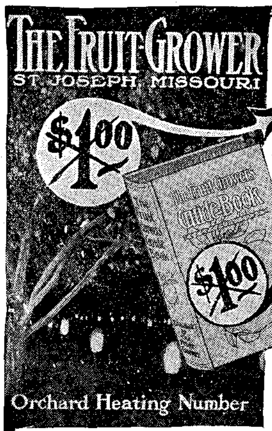
WITH what feelings of satisfaction and contentment are the Holiday visits accompanied? At no other time of the year does the geniality of the people manifest itself in more pleasing forms.

At no time does a brisk ride through the keen, bracing air—to the ruddy warmth of your friends' or family's fireside seem more satisfying, especially in a large, luxurious touring car like the Abbott-Detroit "44."

To such a form of contentment the Abbott-Detroit lends itself a willing and tireless servant—a creator of happiness unequaled.

It is not too large nor yet too small—not costly, yet possessed of everything in size, quality and character which good taste and a critical judgment demands.

Abbott Motor Company
614 Waterloo St., Detroit, Mich.

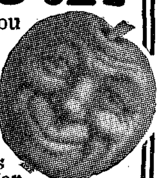


This big November number tells you how to beat Jack Frost.

$1.00 for Both

Once each month for a whole year you will get a beautifully printed magazine, brim full of interesting and profit-making articles on fruit farming.

THE FRUIT-GROWER is the great authority on the subject. Contains 36 to 80 pages each issue. Many of our 100,000 readers say each number is worth a dollar. The next six numbers will feature Orchard Heating, Fruit Marketing, Spraying, Gardening and Poultry, Small Fruits, Farm and Orchard Machinery.



"The Fruit-Growers Guide-Book" is a complete encyclopedia of nearly 300 pages. You ought not try to grow fruit without it. The price of the Guide-Book or a year's subscription to The Fruit-Grower separately, is $1 each. Accept this offer and get both for price of one—$1.

Fortunes in Fruit There is more money in fruit growing now than ever before. It is one of the most pleasant and profitable occupations. **THIS BIG HELPFUL OFFER WILL GUIDE YOU RIGHT. SEND $1.00 TODAY,** or if you want to see a copy of The Fruit-Grower first, send for a **FREE** sample copy, or send 10c for a three months' trial subscription. Address

THE FRUIT-GROWER, DESK N, ST. JOSEPH, MO.

(*Continued from page* 1112)

and dry, being thin with a clay subsoil, which rendered it necessary to make the furrows relatively shallow. The agricultural experts pronounced the conditions highly unfavorable. The shape and size of the fields necessitated too frequent half-turns for machines especially intended for work on large farms, and the cost of the work per hectare was considerably increased by this condition.

"It was ascertained that the strip of land left untilled at the edge of the fields, by reason of the space required for turns, reached a width of 36 to 45 feet in the case of the Cima tractor, 45 feet for the Lefebvre tractor, and 6 to 15 feet for the two plows. In the case of the plows this width of waste area may be further reduced by backing them up, with the rotary disks raised. The time used in making a turn, counting from the finish of one furrow to the beginning of another, was 1 minute, 20 seconds for the Cima tractor (also known as the Osborne, being apparently of English or American origin), 2 minutes for the Landrin plow, 2 minutes, 30 seconds for the Lefebvre tractor, while the Gilbert plow drew a continuous furrow, describing a rectangle with rounded corners."

The contesting machines are described by a committee from one of the French automobile clubs as follows:

"The Cima, or Osborne tractor, carries a 25-horse-power horizontal motor with two fly-wheels, of the type ordinarily employed for industrial purposes, and the power of the motor is transmitted to the two large rear wheels by trains of gears thrown into engagement by a friction clutch. The small front wheels are steered by chains from a steering post at the rear of the vehicle, so that the driver at the same time can watch the course of the tractor and the operation of the plow. The motor-cylinders are of 254 mm. (10 inches) bore and 381 mm. (15 inches) stroke. The all-over measurements of the tractor are 4.96 meters (16.5 feet) in length and 2.46 meters (8.2 feet) in width. In the trials the plow drawn by the tractor was a Mogul with five shares, any one of which can be raised and taken out of use independently, and the mold-boards are arranged to raise themselves if a rock in the ground or other obstacle is encountered. The Cima requires three attendants for operation with a plow.

"The Landrin rotary-disk plow or cultivator comprizes two distinct parts, the motor chassis and the cultivator chassis. The motor chassis differs from an ordinary automobile chassis in the following features: The driving-wheels are equipped with movable cleats (traction ribs) mounted around an eccentric which serves to either push the cleats out from the surface of the wheel rim or to draw them back, the eccentric being so placed that the cleats project from the rim where the latter is going, into contact with the ground and recede when the contact has taken place.

"The cultivator chassis is triangular in shape, and the base parallels a shaft on which four steel disks are secured, and the apex of the triangle is connected with the motor chassis by means of a joint which admits of all movements except forward. The disks themselves are shaped as segments of a sphere and are mounted at equal intervals, the shaft being placed at an angle with the driving-wheel shaft varying from 20° to 40° and subject to adjustment according to the position given a bar, provided with various adjustment holes, which connects the cultivator chassis with the hub of the right-hand driving-wheel. The depth of the disk action in the soil may be regulated by two rollers and two threaded rods supporting each one end of the disk shaft.

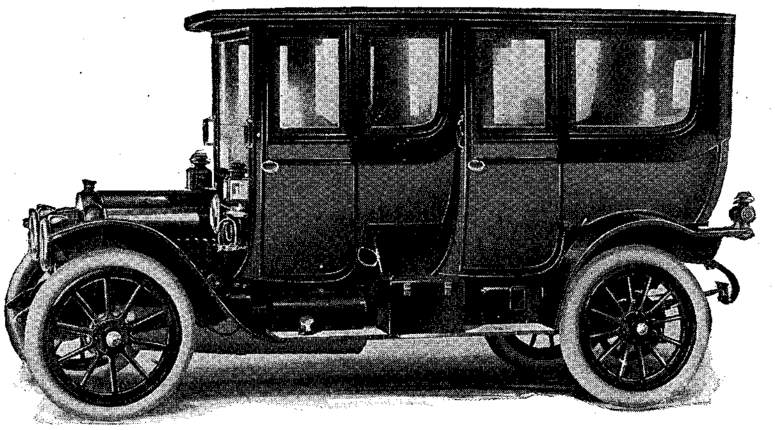
"Gilbert's self-propelling plow is meant for doing all the work in preparing soil for seeding, and the designer has had in mind to accomplish this purpose with a relatively light construction, while providing means to prevent the oblique thrust of the rotating disk from influencing the direction of the machine and also for enabling the driver to watch and regulate the operation of the machine. Of the two car-wheels only the one on the right-hand side is a driving-wheel, the left one serving only for support. The front axle is secured to the chassis by a system of joints in such manner that the steering-wheels may follow all the inequalities of the soil without changing the horizontal position of the chassis, and the wheels are offset to the right, so that the driving-wheel tracks the width of one furrow to the left of the right-hand front wheel. The disk, in the shape of a spherical segment, is secured to the chassis between the front and rear wheels by means of an arm, and a transverse shaft around which the arm turns when raising or lowering the disk may also serve as axle for the left rear wheel, this being the method adopted for securing a horizontal position of the chassis, when the machine is at work as well as on the road."

SECOND-HAND CAR PROBLEMS

Few issues of motor-car periodicals fail to have an article on second-hand cars, including advice as to purchases of them and statements as to the difficulties which they present to dealers who take them in part payment for new cars. Makers and agents frequently call the second-hand car business a "nuisance." Men prominent in the industry have long sought to find a satisfactory solution of the problem these cars present. A writer in *The Automobile* declares that "as long as the vast production of yearly models of automobiles is continued the types out of date, but still alive, will have to be disposed of, if their present owners are to be persuaded to buy new and, in a good many cases, better and costlier cars." The writer says there is hardly a firm in New York which does not trade in new cars of its own make. Following are further comments:

"One way of meeting the second-hand car problem consists in disposing of the used car without either a chance of winning or losing on the bargain. This idea is carried out by a number of responsible New York firms. If a prospective customer has become interested in the make of automobile handled by the dealer in question the salesman in charge of the transaction naturally endeavors to close the sale. In a good many cases an old car stands in the way of the new one to be bought and the following arrangement is then resorted to: The purchaser pays the vendor the full price of the new automobile, with no deduction for the value of the old car the buyer wants to dispose of. The company selling the new machine agrees, however, to do all it can to sell the used automobile for its owner, with no profit whatever accruing to the agent. In some cases the salesman doing the business may even suffer a loss because it is up to him to sell the old car for its owner; but if he should find no time to do so, and another man closes the deal in his place, he will be obliged to pay that man a commission out of his own profit on the new car sold.

"Other automobile agents, when selling a new car, take in an old machine and its value is deducted from the bill made out to the customer. It stands to reason that before trading in such an automobile the agent has his experts look over the used



White Town Cars

WHITE town cars are but the complete expression of the designing genius and the manufacturing ability of the great White factory—the natural consequence of the experience and ideals of these builders. For years the White factory has been noted for the kind and class of workmanship—for the grade of materials used—in other words, for the reliability of its manufacturing. For years and years the White Steamer was the most reliable automobile upon any market; then came the White gasoline car—the car, which by performance has been the wonder of the automobile world—the car, which by its design has far surpassed ordinary gasoline cars as the steamer surpassed the early types. With all these facts the automobile world is well acquainted—these were the facts of designing and manufacturing ability.

Sumptuously Built

THE town cars, in addition to the splendid building and designing, incorporated another thought called "style"—that beauty of line—that sumptuous finish—that greyhound trimness that marks the well-done product from the common kind. The most casual glance at the White town car at once convinces the most skeptical of the superb building, finishing and attention to details. Nothing that can contribute to make a car more comfortable and luxurious has been omitted from the White town car—they are the acme of luxury, and yet they are not large and cumbersome, but thread the crowded street with ease.

For the asking we will send a dainty booklet for
dainty women that tells all about
these White town cars.

The White Company

812 East 79th Street, Cleveland

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The DONCHESTER

These men are equally well dressed—equally refined in appearance. The difference is that one has a bulging bosom shirt, and the other wears the DONCHESTER, the Cluett Dress Shirt that will not bulge. $2 to $3

Send for Donchester booklet
CLUETT PEABODY & CO
461 River Street, Troy, N. Y.

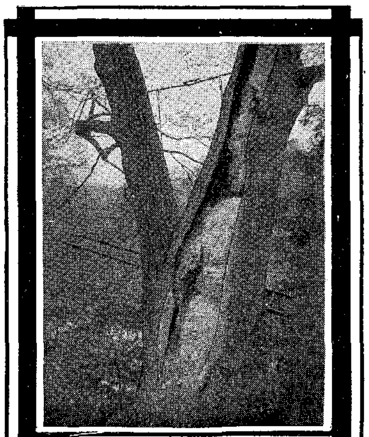
MANUFACTURERS-WHO FIGURE UPON COST OF PRODUCTION OUGHT TO KNOW THE VALUE OF THE TREES

THEY know what it means in dollars and cents to wait on development. They tie up thousands of dollars in raw material to be used at some future time. They realize the importance of protecting such material from the ravages of time or from injury or accident. They ought also to know that when Nature has spent years in building a tree, when she has taken the raw material from the soil and the sunshine and turned it into a finished product of root and trunk and branch, that it is an asset which ought to be looked after and guarded and protected.

Trees Are a Manufactured Product.

And trees are not indestructible. Their value depends upon their health and physical condition. They require care and attention—need to be treated when injured, ministered unto when sick, protected at all times from the ravages of enemies. Otherwise their value diminishes—they cease to be an asset and become a liability, so to speak.

CAVITY FILLED BY DAVEY EXPERTS


WORK OF INEXPERIENCED MEN

Oliver Chilled Plow Works,
of South Bend, Ind.
South Bend, Ind., Feb. 4, '11

Will say that the trees treated by your experts are doing nicely and I consider the treatment a success. One fine tree in particular would have been a total loss had it not been treated, but now it is healing over and apparently is in good healthy condition. Very truly yours, J. D. OLIVER.

The Davey Tree Experts Apply Scientific Efficiency Methods to the Care of Trees Trained under the direction of John Davey, "Father of Tree Surgery," they operate by the scientific system worked out by him through years of patient toil and study among the trees. They save injured trees, prevent decay, cure disease, and give life and health to trees that are not thriving.

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car and value it at what it is worth. The experts in the case are men who have been specialists in the second-hand car business for many years and who know just how much it will cost to put a car in a salable state and to sell it. The value placed upon it by the expert is deducted from the bill and there is no bargaining done. After the deal has been closed the car is repaired, if this is necessary, and then sold for the price that was allowed for it to its former owner.

"The state of affairs is different, however, when used cars are handled by dealers who trade in none but used cars. Evidently these men must be still more careful in their transactions in order to do a profitable business. In their line of trade, one would imagine, the use of a suitable system must be still more indispensable than in the case of an automobile agent who handles second-hand machines but occasionally. The truth is that the true second-hand car man uses the least amount of bookkeeping of all automobile dealers. Card files, in which a special card is devoted to each car bought, and on which the details of its repair are entered afterward, are seldom used. The shrewd second-hand car man has all his system in his hand. It is a flexible system at that, thus being of the most practical kind, and its essence is: Buy as cheap as possible and sell as quickly as possible for as much as you can possibly get."

AS TO GASOLINE

Gasoline as a topic for careful discussion has been taken up by *Motor Age*, which promises a series of articles devoted exclusively to that theme. It declares that no other subject connected with motoring is so little understood by motorists, general ignorance of gasoline existing among them all. When car-owners inquire for 70 or 76 gravity gasoline they seldom know what they are asking for. The notion is quite generally prevalent that "gravity," as applied to gasoline, means "specific gravity," whereas the direct opposite is the case. The writer of the article in *Motor Age* proceeds to say:

"Next to the erroneous ideas on gravity in gasoline comes that of the relative value of different grades of gasoline. The ignorance in this matter has been exhibited time and time again at track and road races. One concern would not use anything but 85 gravity gasoline because they claimed it was quicker and more powerful, hence the car would make better speed. In the same meet another concern would not use anything but 56 gravity gasoline on the ground that it gave more power and was faster. Here were the two opposites. In the races it happened that the car with the 56 beat the car with the 85. As a matter of fact there was more power in the 56, but it took a little longer to get the motor warmed up to its use and in cold weather it was harder to crank up with the 56 than with the 85. The race proved one thing, however, namely, that the 56 had more power in it gallon for gallon than the 85.

"In Chicago one branch manager for years bought nothing but 76 gasoline for his demonstrating cars. He would not use any other. He imagined that it made his cars faster and that they would pick up quicker and get away faster. Well, this branch manager has now changed his mind. He uses 60 gravity gasoline, has not much more difficulty in cranking up, and finds that his motor gets away faster with the 60 than it used to with the 76. The improvements in the motor design may be responsible for this; if so, it but proves the fact that gasoline should not be blamed for the shortcomings of the motor."

THE SPICE OF LIFE

That Was Why.—"Why are you so sore on that eminent millionaire? He has done some good things."

"I was one of them."—*Washington Herald.*

The Only Chance.—"If those California women run for office do you think they would be guilty of purchasing votes?"

"Not unless they got green trading stamps with them."—*Houston Post.*

A Scheme.—"There's nothing in a name."

"I think there is."

"Prove it."

"Well, I'll bet if it was called 'lodge' instead of 'church' more men would attend."—*Detroit Free Press.*

What Really Occurred.—"Well, I declare," said Lot, as he realized that his wife had been turned into a pillar of salt. "That's a strange phenomenon. I always thought the old lady was largely pepper."

Whereupon he dug a salt-cellar and laid her gently away therein before moving on. —*Harper's Weekly.*

What Milton Omitted.—The rebellious angels had just been cast out of heaven. In the swift downward flight Lucifer overtook Beelzebub.

"What's troubling you, Bub?" he called.

"An old problem," answered the future foul fiend, between somersaults: "Where are we going this fall?"—*Lippincott's.*

No Choice.—Hubert Latham, the Antoinette flyer, was talking at a tea to a pretty California girl.

"Mr. Latham," said the girl, as she took her nineteenth walnut-and-lettuce sandwich, "tell me, does flying require any particular application?"

"Well, no, none in particular," Mr. Latham answered. "Arnica or horse liniment—one's as good as another."—*San Francisco Chronicle.*

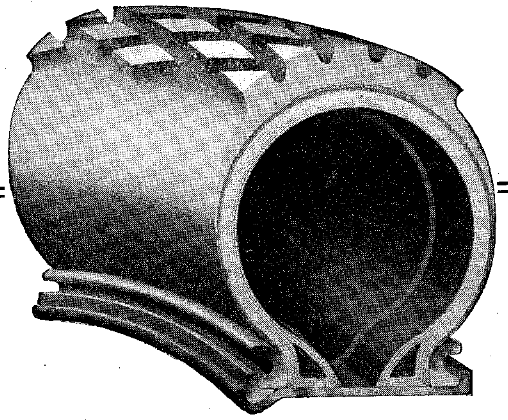
Her Topic.—Uncle Jack, who was visiting them for the Christmas holidays from the West, wished to talk to Elizabeth's father at his office. He could not find the telephone directory and thus appealed to three-year-old Elizabeth for information regarding the 'phone number: "Elizabeth, what does Mother ask for when she talks to Daddy at his office?" he inquired.

Elizabeth was wise for her days.

"Money," she lisped.—*Ladies Home Journal.*

Cheering Him Up.—"Just before his departure for Spain," said the magazine editor, "I dined with Mr. Howells in his Half Moon Street apartment in London. A popular novelist called after dinner. He told us all about his phenomenal sales. Then—fishing for compliments, you know—he sighed and said: 'I grow richer and richer; but, all the same, I think my work is falling off. My new work is not so good as my old.'

"'Oh, nonsense!' said Mr. Howells. 'You write just as well as you ever did, my boy. Your taste is improving. That is all.'"—*Christian Register.*



Winter Tires
With a Bulldog Grip

Note the double-thick tread—
Note the deep-cut blocks—
Note the countless edges and angles.
Compare it with other non-skids.

Resistless—Enduring

Here is a real Non-Skid.
An extra tread of very tough rubber, vulcanized onto the regular.
A double-thick tread.
So thick that the blocks can be cut very deep.
So thick, so tough that they don't wear off.
Thick enough to be almost puncture-proof.
See the sharp-cut, deep-cut blocks. They present to the road surface countless edges and angles.
Their grip is resistless—
And the blocks endure.
Note how these blocks widen out at the base, so the strain is rightly distributed.
A moment's comparison will show a dozen advantages over other non-skid devices.

No-Rim-Cut—10% Oversize

These ideal treads, if wanted, may now be had on Goodyear No-Rim-Cut tires.
In the past two years, No-Rim-Cut tires have come to outsell all others.
They are now the most popular tires in existence—
Over 700,000 sold.
These are the tires which never can be rim-cut.
With other tires—with clincher types—23% of all ruined tires are rim-cut.
This is your chiefest worry and your main expense. No-Rim-Cut tires wipe it out entirely.

And this is the tire which is 10% over the rated size. This type of tire, with hookless base, permits this oversize.
That means 10% more air—10% added carrying capacity. And this over-tiring, with the average car, adds 25% to the tire mileage.
These two features together—No-Rim-Cut and oversize—under average conditions cut tire bills in two.
That's why the demand for this type of tire has increased 500% in two years.
You are bound to adopt these No-Rim-Cut tires when you know what others know.

Our new Tire Book is ready—based on 13 years of tire making. It is filled with facts you should know. Ask us to mail it to you.

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(438)

Do You Judge a Cigar by Pennies or Satisfaction?

Too many smokers think of cigars as "five cent" cigars or "ten cent" cigars or "six for a dollar" cigars.

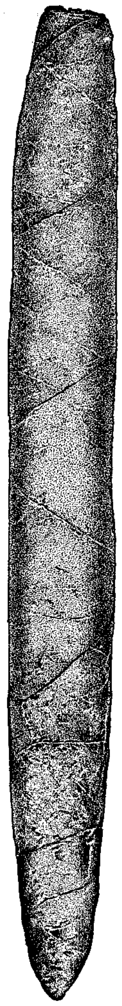
A few men speak of "domestic" cigars—"Key West" cigars—"seed tobacco" cigars—"Clear Havana" cigars, etc. These men come nearer to knowing what they are talking about. They base their judgment of a cigar on what it is made of—not what it costs.

The fact that my Shivers' Panatela can be sold by my plan at $5.00 per hundred does not deter thousands of wealthy business men from smoking it. Able, if they wished, to smoke cigars that cost a dollar apiece, they buy their cigars by mail, direct from my clean Philadelphia factory, because they have found my cigars greatly to their liking.

On the other hand, there are scores of men who buy my cigars because their knowledge of selling conditions convinces them that my plan enables me to sell the 10c cigar of the trade for five cents. I have eliminated all the selling expense that distributing through usual channels entails, and every business man knows what a saving this is when applied to a cigar.

MY OFFER IS: I will, upon request, send fifty Shivers' Panatela Cigars to a reader of The Literary Digest, express prepaid. He may smoke ten of these cigars and return the remaining forty at my expense if he is not pleased with them; if he is pleased with them, and keeps them, he agrees to remit the price, $2.50, within ten days.

Should you accept this offer, be pleased with the cigars and pay for them, my real profit on the sale would be nothing. I absolutely depend on the quality of my cigars to induce a repeat order, and in most cases it succeeds. Repeat orders are the back-bone of my business. You, of course, are not under the slightest moral obligation to re-order from me at all unless you want to. I leave all that to the capacity of my cigars to please you.



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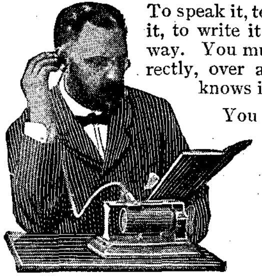

To speak it, to understand it, to read it, to write it, there is but one best way. You must hear it spoken correctly, over and over, till your ear knows it.

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REVIEWS OF NEW BOOKS

(*Continued from page* 1105)

war closed, she and her husband came to New York, where Mr. Harrison ever afterward practised law. The chapters which deal with Mrs. Harrison's life in the North are all interesting. The book, in fact, is a real addition to the number of valuable collections of memoirs written in our time by women.

Henderson, Ernest F. Blücher and the Uprising of Prussia against Napoleon. 1806–1815. Illustrated, maps. Cloth, pp. 347. New York: G. P. Putnam's Sons.

This is the most recent addition to the biographical series entitled "Heroes of the Nations." Dr. Henderson, whose "Short History of Germany" is well known, has made a painstaking study of the material of Blücher's life and finds that it is quite misleading for English and American students to think of him chiefly as the man who came to Wellington's aid at Waterloo. The credit for the overthrow of Napoleon belongs as much to Blücher as to Wellington, for he was "the one progressive, inspiring element among the leaders of the allied armies from the year 1813 on." Indeed, Blücher was a national hero long before the final campaigns. As the subtitle indicates, the book is not so much a life of Blücher as a study of his relation to the Napoleonic wars and his position as a military commander. It thus deals mainly with campaigns and army organization, and will have its chief interest for the historian, amateur or professional, as it requires some knowledge of the historical background. In the appendix Professor Horatio White has gathered some very interesting folk- and war-songs of the period, many of them celebrating Blücher.

Holbrook, Richard Thayer. Portraits of Dante. Boston: Houghton Mifflin Co. $6.50 net.

The visage of no man of the older world seems more indelibly or unalterably fixt in the popular mind than the stern face of Dante. Scholars have known upon what insecure grounds this image is based, so there was not much left for Mr. Holbrook to do except to gather up all the evidence upon which rests disproof of the authenticity of one and another Dante picture, and leave us exactly where we were before. The Giotto portrait discovered in 1840 in the Palazzo del Podestà at Florence, supported by Boccacio's description, is the only real testimony we have of the manner of man he was. "All other portraits are secondary, if they are not copies, and record not so much Dante's features as his fame." This is the end we reach; but the journey will be pleasant to all admirers of the author of the Divine Comedy; and valuable to students who have here much interesting discussion of a fascinating theme. The charming reproductions will make the work one of permanent value. It will not be overlooked in this holiday season when one has a difficult friend with scholarly tastes to suit with a Christmas present.

Holland, Clive. The Belgians at Home. Illustrated in color from drawings by Douglas Snowden, and from photographs by the author. 8vo. Boston: Little, Brown & Co. $3.50 net.

Mr. Holland has already written of "Tyrol and its People," a congenial theme from which he elicited much entertaining material for his readers. In taking up Belgium he is again on familiar ground.

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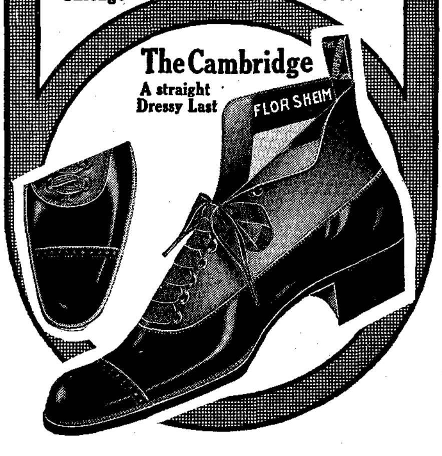
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His interest in and affection for this little European kingdom and its people is evident throughout his book and enhances its charm. An experienced writer of works of travel, Mr. Holland does not overload his pages with dry statistics, nor with so-called "practical information" for the prospective traveler. At the same time, his book is an excellent *vade mecum* for the tourist who elects to spend a vacation in Belgium, and who hopes to achieve from his stay there that somewhat difficult combination for the pleasure-seeker, entertainment and instruction. A general impression of the land and its people is the main object sought to be conveyed by the book; and it was to carry out this purpose that Mr. Holland shaped his itinerary as he did. Thus, he travels the main thoroughfares of Belgium, as well as the picturesque bypaths, traversing, before he has finished, the entire Belgian coast line. He visits the half-deserted towns of West Flanders, goes inland along its western borders, then down the valley of the Meuse, and back through central Belgium to the capital. Thence he goes to Liège, Malines, Antwerp, and, finally, to Ghent and Bruges. Mr. Snowden's sixteen color-pictures and the twenty photographs by the author add very much to the enjoyment of the book.

Hourticq, Louis. History of Art in France. Illustrated. New York: Charles Scribner's Sons. $1.50 net.

This is a new volume in the admirable little series devoted to the general history of art in all countries, under the title "Ars Una: Species Mille," which has already embraced volumes on Northern Italy and Great Britain and Ireland, each of which was admirable. A chronological summary is given in each volume of the art of each nation, with from 500 to 1,000 half-tone pictures inserted in the text. Everything is condensed, and yet there is an admirable completeness within well-defined lines. Other volumes will follow. They are sure to be appreciated by all who possess them.

Jackson, A. V. Williams. From Constantinople to the Home of Omar Khayyam. 8vo, pp. 316. New York: The Macmillan Co. $3.50 net.

Among the most ardent American scholars of things Oriental is Professor Jackson, of Columbia University, who has in this volume given an account of the first part of his travels in Transcaucasia and northern Persia for historic and literary research during the years 1907 and 1908. Starting from Constantinople with a comrade, he traversed the shores of the Black Sea and the Caspian, crossing northern Persia and into Russian Asia. Among the places visited were Baku where the oil industry excited his liveliest interest, Mashad the sacred city of Persia, and Teheran where he made a study of the politics of the Newer Persia. From there he followed the route taken by Alexander the Great in his conquering march, and arrived at the real goal of his expedition, Nishapur, home of Omar Khayyam, where he found that the tent-maker was more honored as a hoyman than as a poet. He then proceeded to the ruined city of Tus, where the poet Firdausi loved and sang. Mr. Jackson pursued his travels with the joy of an eager schoolboy, but did not lose sight of his scholarship, for he contrived to obtain photographs of

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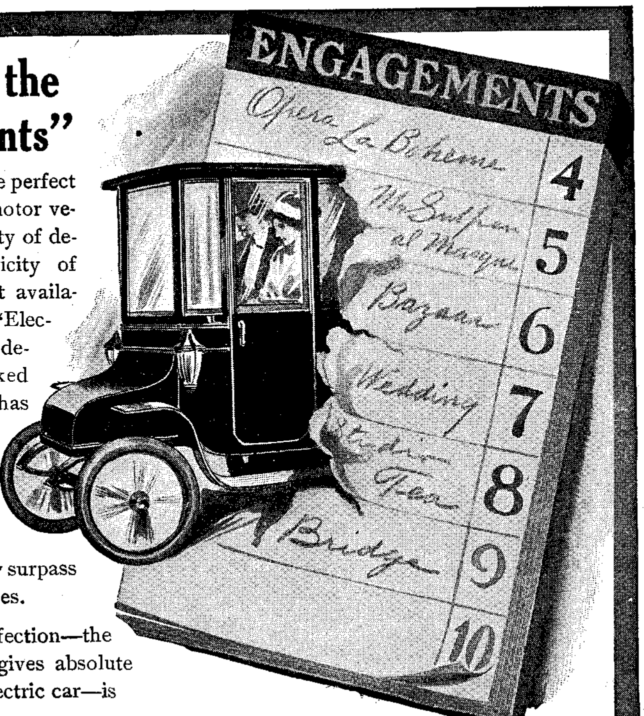

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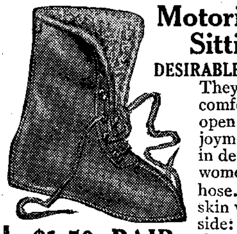

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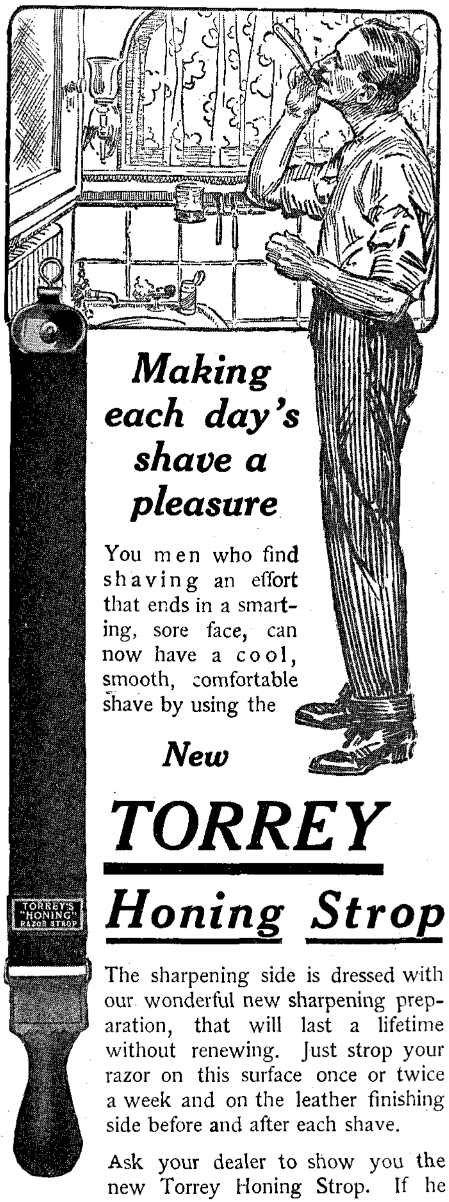

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You men who find shaving an effort that ends in a smarting, sore face, can now have a cool, smooth, comfortable shave by using the

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The sharpening side is dressed with our wonderful new sharpening preparation, that will last a lifetime without renewing. Just strop your razor on this surface once or twice a week and on the leather finishing side before and after each shave.

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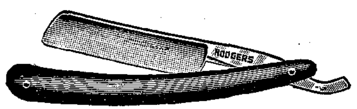

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This razor is absolutely perfect, both in shape and shaving qualities. No finer quality of steel can possibly be put into a razor. Rodgers steel has 230 years o quality behind it. Each razor is perfectly ground, hardened and tempered individually, insuring a perfect and most lasting shaving edge.

You simply cannot buy a better razor than this.

Money Back Guarantee. The price of Keene's Dependable Razor is $3.00 and the value for your money is all in the blade—no fancy handle or finish. Order one today and see what a real, creamy shave you get. Use it every day for 30 days, then if you are not thoroughly satisfied, send the razor back and we will return your money. This razor is warranted for 50 years.

Remit price of razor, or, if you prefer, send for our catalogue of Joseph Rodgers & Sons Razors, Pocket-knives and Scissors.

KEENE BROS., Dept. 2379, 32 No. Clark Street, Chicago, Ill.

many rare inscriptions for future deciphering. There are over two hundred photographs, a map, index, and colored frontispiece.

Jenkins, Stephen. The Greatest Street in the World. With 160 illustrations and 6 maps. Large 8vo. New York: G. P. Putnam's Sons. $3.50 net.

Kerfoot, J. B. Broadway. With 43 illustrations by Lester G. Hornby. Tall crown 8vo. Boston: Houghton Mifflin Co. $2 net.

The admirably illustrated volume by Mr. Jenkins gives "the story of Broadway, old and new, from the Bowling Green to Albany." After its perusal, one is quite willing to admit the truth conveyed in the title of the book; for, when all is said and done, what other street is there in the world to-day with quite the fame, importance, and actual dimension of Broadway? In the old Roman world, Mr. Jenkins points out, there were two streets which surpassed Broadway in length: the Appian Way, running from Rome to Brundusium, 350 miles, and Watling Street in England, from Dover, via London, to Chester and York, thence in two branches to Carlyle and the Wall near Newcastle. But of these famous thoroughfares of antiquity only occasional portions are visible to-day. Mr. Jenkins gives the history of Broadway, from its Dutch beginnings up to the present decade, and in so doing brings together many interesting facts which are usually known only to delvers in obscure local histories, but which will really be of value to whomever falls under the lure of this fascinating and ever-changing thoroughfare. Not least among the results of his researches is the rare series of illustrations, from which the reader gains at a glance an idea of the various phases of Broadway's development, and the six maps outlining the street at different periods during the two and a half centuries of its existence.

Mr. Kerfoot's book is an entertaining description of the Broadway of this century, the Broadway that runs from the Battery and stops at Spuyten Duyvil. It portrays vividly the humors and tragedies taking place from day to day along the Great White Way, and conveys an excellent idea of what the street stands for in the life of the city. The series of drawings by Mr. Hornby help out the impression produced by the text with unfailing spirit and picturesqueness.

Johnson, Clifton. Highways and Byways of the Great Lakes. Illustrated. 12mo. New York: The Macmillan Co. $2 net.

Mr. Johnson's sixth volume in the American Highways and Byways Series reveals a section of the country that is down in all the guide-books as offering special attractions to the nature lover, but which has, nevertheless, received somewhat inadequate treatment at the hands of the professional writer. In these pages the picturesque in life and nature, the byways rather than the highways, afford Mr. Johnson his principal theme. The Lake Region, as treated by him, includes portions of seven different States, with glimpses of Canada, and for those would-be tourists who are looking for practical information on such prosaic, yet vital topics as transportation and hotels, each of the fifteen chapters of the book is furnished with a note giving the necessary data. Except for these notes, however, the volume is written for entertainment. There is not much said about the cities on the shores of the Great Lakes —Chicago is most wofully neglected—and

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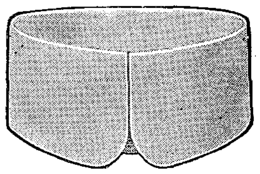

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the reader has been spared the dry facts of the statistical writer. But the rural districts, the small villages, the farms, the haunts of the fishermen, have yielded Mr. Johnson excellent material for his word pictures, his entertaining character sketches. And it is by his skilful use of this material that he has succeeded in conveying "a vivid impression of what the region now is from a human standpoint, and of how it has developed from an untamed wilderness."

Kingsley, Florence Morse. The Transfiguration of Miss Philura. Illustrated by Ethel Pennewell Brown. New York: Funk & Wagnalls Co. $1 net.

Mrs. Kingsley's little story, now approaching the tenth year since the original publication, has probably been the most popular of short stories in book form issued during that period. A sale approaching 100,000 copies is, for a publication of that kind, quite unusual. The secret of the survival of the book lies in the universality of its appeal. In bringing it out in holiday form, with illustrations in colors and large type, it is believed that the holiday needs, first inspired as long ago as the early success of the book, have been met.

Legge, Edward. The Comedy and Tragedy of the Second Empire. 8vo, pp. 410. New York: Charles Scribner's Sons. $2 net.

It is startling at first sight to learn that there is comedy in the history of an empire and perhaps the Anglo-Saxon mind is too apt to be imprest with a sense of humor over events that were by no means comical to the chief factors in them. It is our conviction that Napoleon III. has never been taken seriously enough by any but his own countrymen. Nobody can deny that he had many Napoleonic qualities. It is true that he aspired to the hegemony of Europe by his alliance with Great Britain in the Crimean War, that he practically betrayed Cavour after the battle of Solferino, and sacrificed Maximilian in Mexico. But he ruled his country well after the plebiscite which established his empire, and introduced many reforms in the trade and agriculture of France. The present volume gives a very bright account of the society in which the court of the Emperor moved. The debacle of Sedan is described from original documents and the question whether the Emperor appeared on the field with rouged face seriously discust. Zola is, of course, accountable for the fable. The fatal moment when the Emperor heard from the palace corridors the fatal cry, "Vive la Republique," brings us to the tragic end of a dynastic history the most interesting in Europe. Mr. Legge gives us in this volume the result of much careful and minute research. He has arranged his material with such rare skill as renders every page readable, and while we see in his narrative what Vergil calls "the tears of history," we also come across things which are cheerful and sometimes provocative of a smile at the perverse folly of a too aspiring ambition and the vain attempt of a small man to reach the stature of a gigantic predecessor. The illustrations are good—the index satisfactory.

McCabe, Joseph. The Empresses of Rome. Illustrated. New York: Henry Holt & Co. $4 net.

The author of this book will surprize most readers by the extent of the knowledge disclosed as having survived respecting these imperial matrons. The period covered extends to the fall of the Western Empire, which occurred about the middle

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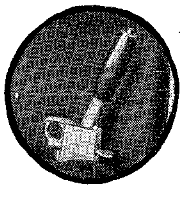

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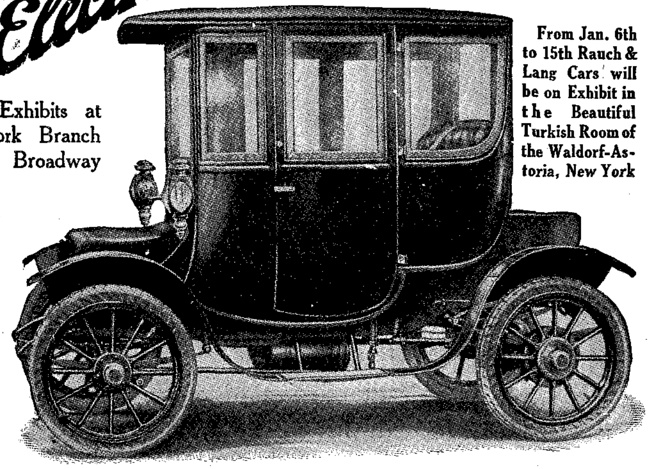

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of the fifth century, when the reign of that degenerate descendant of great rulers who curiously bore the name of the first king and the first emperor—Romulus Augustulus—came to its close. It therefore does not include the later imperial ladies of the Eastern or Byzantine Empire, conspicuous among whom was Theodora. The author has not only given the known facts in the lives of these women, but has framed them in settings composed of their environments. He has made a volume of very special interest and value. Among the women whose lives are chronicled are those whom Caligula and Nero married, Sabina, Faustina, Zenobia, and the wife of Diocletian.

McGiffert, *Arthur Cushman. Martin Luther, the Man and His Work.* 12mo, pp. 409. New York: The Century Co. $3 net.

Three lives of Luther by Americans have appeared in the present year, two of them of notable importance. The justification, perhaps, is that to each age the significance of a great life appears a little different as the value of his work develops. Dr. McGiffert's contribution has already had many readers, having appeared in *The Century Magazine*. It is now in collected form at the service of many more, with sixty illustrations which are all appropriate to the text, and well illumine it. The volume is the work of a man who has not approached his subject with the pen of a litterateur but of a historian. He took no brief to depict a hero but to describe the man who "broke the dominance of the Roman Catholic Church in western Europe" (p. 382), and "made possible religious and intellectual liberty" (p. 385). While showing Luther's greatness he is not blind to his faults, to the "bigotry" (p. 333) which defeated union with the reformers at Marburg, or to the temper which could not "distinguish personal hatred and vindictiveness from zeal for God's glory and devotion to his cause" (p. 335). On the first page he promised "a plain and liberal tale"—and kept his word. Fine writing has here no place, and the documents cited are luminous and betray the author's fundamental use of sources. The public and the author deserve congratulations, the former for having access to so plain yet forceful a presentation, the latter for affording it.

Merwin, Henry Childs. The Life of Bret Harte. Pp. 345. Boston and New York: Houghton Mifflin Co. $3.

Mr. Merwin has written a full life of one of the most original of short-story writers. He has thrown the strongest lights on episodes that show most clearly Harte's fitness for his work, his truthfulness in depicting character, and his literary style. Bret Harte went to California five years after the gold fever broke out. He lived there seventeen years, and served in almost every business capacity possible for a young man. Mr. Merwin gives an interesting account of the pioneer movement, and a detailed social history of the country at that time. All this shows most plainly that Bret Harte wrote only of what he saw, and so simply and in such a direct, vivid, and personal way as to give his stories weight as well as charm. "Yuba Bill, Col. Starbottle, Truthful James, Ah Sin, and Jack Hamlin" are only natural products of conditions in which there was a dearth of women. Mr. Merwin's book has been cordially welcomed and will be widely read.

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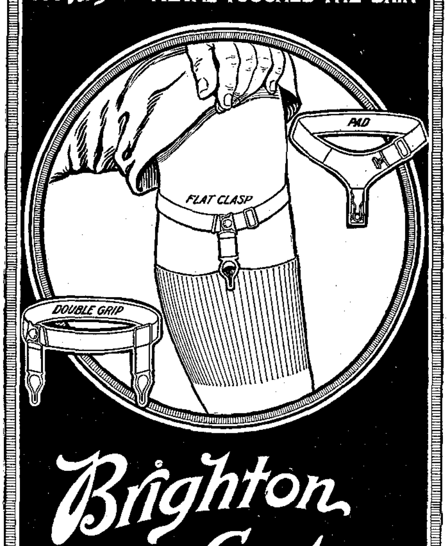

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Mozans, H. J. Along the Andes and Down the Amazon. Illustrated. Cloth, 8vo, pp. 542. New York: D. Appleton & Co. $4.

Readers of Dr. Mozans' book have been imprest by the remarkable, almost amazing erudition shown in it. It has also a modernity that is unusual in scholarly persons. Dr. Mozans seems to have been everywhere and studied everything. His especial interest in life has been thoroughly to acquaint himself with the history, antiquities, and people, past and present, of northern South America. To that end he stored his mind with an encyclopedia of information from all sources, beginning with the ancient Spanish chronicles. A beginning was made by an exploratory journey in the Orinoco region—the scene of his former book "Up the Orinoco"; and now he takes us to Ecuador and Peru, over the Cordillera, and down the whole length of the Amazon. His long and learned review of the history and civilization of the Incas will seem, perhaps, the best of the book. It is one of the most critical and enlightening studies of the subject which have appeared.

Peck, Annie S. A Search for the Apex of America. Illustrated from original photographs. Large 8vo. New York: Dodd, Mead & Co. $3.50 net.

For years Miss Peck has been striving to scale the highest mountain peak of America, and at last she has achieved her ambition. The story of her four trips to South America, culminating in the successful ascent of Mt. Huascaran, in Peru, is told in this book, and should take high rank in the annals of exploration and adventure. Miss Peck reached the summit of Huascaran in 1908, and in connection with the news accounts of her exploit at the time, the statement was made—Miss Peck disclaims having given any ground for it—that the altitude of this mountain is 24,000 feet. It happens that two other mountaineers, Mr. and Mrs. Workman, held the record until then for mountain climbing, having reached an elevation of over 23,000 feet in the Himalayas. If Miss Peck had climbed a peak 24,000 feet high, then the record would be hers. To settle the matter Mrs. Workman employed a party of scientists to measure Huascaran, and found, as a result, that the actual height of the latter is 22,187 feet. This places Huascaran at an altitude 1,500 feet greater than Mt. McKinley, and nearly 1,000 feet higher than Mt. Sorata in Bolivia—but it left the record with Mrs. Workman, whose claim has not been disputed by Miss Peck. The latter has written an amazingly interesting book of South American exploration, and her courage and persistence in the face of apparently insurmountable difficulties interest more than her actual mountain-climbing triumphs.

Price, Overton W. The Land We Live In. The Boy's Book of Conservation. With a Foreword by Gifford Pinchot. Illustrated from Photographs. Cloth, 8vo, pp. 242. Boston: Small, Maynard & Co. $1.50 net.

Mr. Pinchot, in his prefatory remarks, speaks with great enthusiasm of both this book and of its author, who was his right-hand man in the forestry service. The praise is deserved, for from start to finish the book is compact of information about the resources of the country, and the way they ought to be cared for while utilized, and it is offered in a way that commands not only belief but interest. It could be hoped that every boy and girl in the land, and especially those of the West and South,

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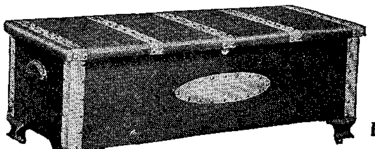

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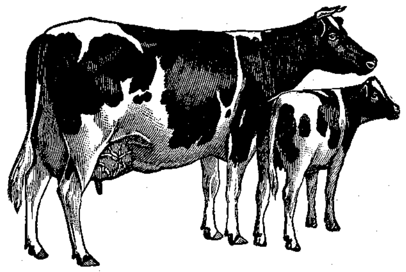

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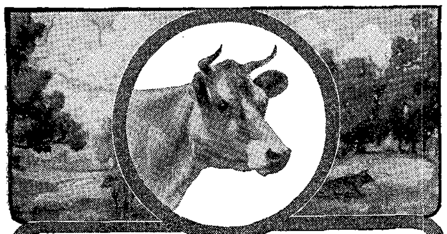

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might have an opportunity to read it; and to that end its suitability for school and rural circulating libraries should be distinctly announced.

After a brief sketch of what the United States had originally in arable lands, forests, waterways, mineral wealth, etc., and an account of how some of these resources, especially that of the woodlands, have been wasted, the author describes what a national forest to-day is like, why it is protected, and how the Government's watchmen, the forest rangers, try to preserve it against robbers, fire, and other injuries. This chapter contains a great deal of news for everybody, and is adventurous enough in its incidents to please the dullest.

The nation's wealth in farms and cultivable lands and the work of the Reclamation Service furnish material for another highly informatory chapter. Mines and mining-claims are explained, and especially property in coal-beds and the methods of working it. Sportsmen will read with attention what is said of the need of caring for what wild game remains. Two final chapters—"What this Means to Us," and another, "How We Can Help," contain a great deal of value and interest. The whole is so brightly and simply done, and is enlivened by so many illustrations and anecdotes, that a really remarkable result is attained in presenting a hard subject in a readable way.

Rackham, Arthur. Siegfried and the Twilight of the Gods. 10x12, pp. 180. New York: Doubleday, Page & Co. $5 net.

The art of Arthur Rackham still justly continues to furnish delight to countless lovers of fine illustration. This year he has produced another superb volume of many full-color drawings, the subject of which is the second part of the great story of the Niebelungs' Ring, Siegfried, and Götterdämmerung, a companion to his The Rheingold and The Valkyrie of last year. The text is that of Margaret Armour. Mr. Rackham is never happier than when conjuring out of his imagination, unspoiled by his early career as an insurance canvasser, the forms of dwarfs, fairies, and all the picturesque heroes and heroines of folk-lore; and the magic atmosphere of the Ring has never found a more sympathetic artist. Among the most imaginative of his drawings are those of *Mime* finding the mother of *Siegfried* in the forest, the dusk-enveloped *Three Norns*, *Fafner* the dragon, the *Dwarfs* quarreling over the dragon's body, and those of the *Rhine Maidens*. But all are splendidly conceived and instinct with that spirit of romance which inspired another artist to express the legend in bold and individual musical form.

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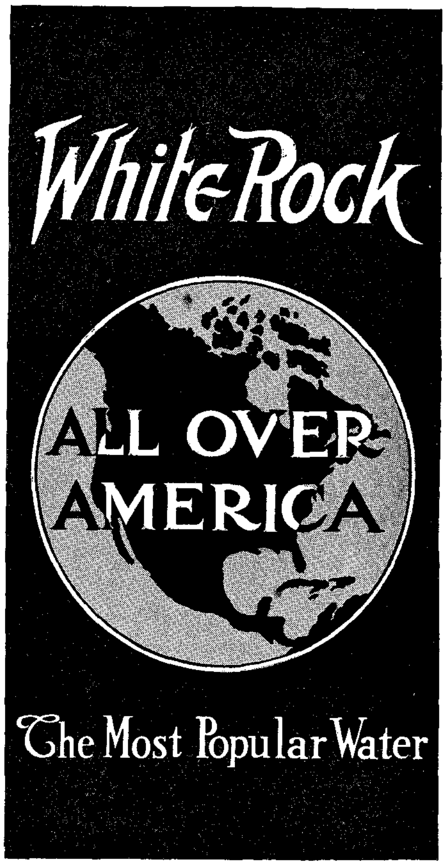

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Robertson, Eric. Wordsworth and the English Lake Country. With 47 drawings by Arthur Tucker, R.B.A., and maps. 8vo. New York: D. Appleton & Co. $2.25 special net.

As published in England, this book bears the title "Wordsworthshire," the name given to the Lake Country by James Russell Lowell. Mr. Robertson, who was formerly Professor of English in the Punjab University, and is now a parish priest at Windermere, gives the literary motive for his work in the opening paragraph to the present volume: "When the reader gets past its brief initial chapter, this book will be found to be neither a Guide to the Lakes, nor an analysis of Wordsworth's Complete Works, but a series of suggestions about a Poet's mind in relation to the country in which he dwelt." His book is thus a sort of literary biography illustrated throughout by the facts of local environment. Perhaps no poet in history offers so rich an opportunity for this sort of treatment as Wordsworth, whose eloquent muse expended itself in spiritual interpretations of the rare natural scenery from which it gained its inspiration. It would be hard to imagine Wordsworth away from the English Lakes, just as it would be hard to imagine this beautiful region without the nature-loving poet who sang its glories so well. The intimate connection between the two has been admirably traced by Mr. Robertson, whose book forms a genuine addition to Wordsworthian literature, an excellent complement to Knight's "English Lake District as Interpreted in the Poems of Wordsworth."

Ross, Edward Alsworth. The Changing Chinese. The Conflict of Oriental and Western Cultures in China. 100 illustrations. Cloth, 8vo, pp. 350. New York: The Century Co. $2.40 net.

Nothing could be more "timely" than the appearance of this excellent book at the present juncture when all eyes are fixt in curious expectancy on China, and the very "conflict" mentioned has become an actual civil war. The author is professor of sociology in the University of Wisconsin, writer of "Social Control," "Foundations of Sociology," etc.; and has been referred to as "the first sociologist of adequate modern equipment who has sought keys to the interpretation of Chinese society by the method of first-hand observation, namely, six months of inquiry and 10,000 miles of travel in China." His conclusion is that the ills which every one perceives, and which have led to the present turmoil, lie chiefly in peculiarities of Chinese social organization; and that what seem to us racial traits, which can not be got rid of, are, on the contrary, merely the results of their circumstances and historical development. Chief among these evils is overcrowding and the inability, due to ignorance and isolation, to raise enough food to go around.

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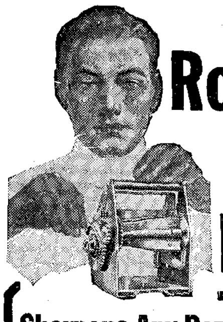

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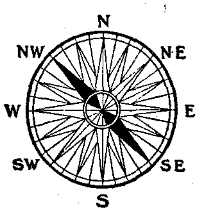

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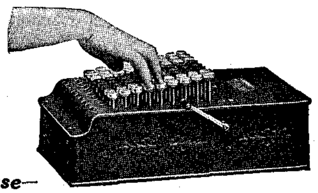

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Shaw-Sparrow, Walter. Frank Brangwyn and His Works. Cloth gilt, 4to. Boston: Dana Estes & Co. $3.50 net.

Something in the mixt blood of Mr. Brangwyn must account for his versatility. He resembles the men of the renaissance more than any of the moderns we can think of in the many-sidedness of his artistic expression. Tho he is still young and the years to come will doubtless add immensely to the volume of his output, yet there is matter here for this respectably sized volume which treats of his oil pictures, water-colors, tempera painting, decorative paintings, sketches, etchings, designs for household furniture, stained glass, etc. His achievements in these various fields are well illustrated in the numerous pictures that adorn the work; color illustration especially gives a vivid idea of the virile, vibrant quality of his work with the brush. As to the human comedy that finds interpretation here, it is no disparagement that the names of Jean François Millet or of Constantin Meunier suggest kindred spirits. Brangwyn is still himself, and bears well the test of comparison with these masters.

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Shelley, Henry C. The British Museum: Its History and Treasures. Illustrated. Cloth, pp. 355. Boston: L. C. Page & Co. $4 net.

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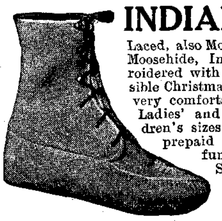

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esteemed as the British Museum and so generous and beneficent to every humble climber on Parnassus should have a popular representative in the book world is decidedly fitting. Mr. Shelley has written a history and a description worthy of the Museum both in dignity and in usefulness to the general public. The history, which occupies the first third of the book, is a chapter almost unique in the record of human culture. Museums and libraries open to the entire public are so much a matter of course to-day that one fails to realize what meager facilities were formerly afforded to any but the aristocracy of wealth or intellect. The British Museum rose with uncertain pinions, phenix-like, from the flames that singed Sir Robert Cotton's library. How statesmen antiquarian or literary and public-spirited collectors strove with uninterested or penurious parliaments to secure for the nation the combination of the Cottonian Library, the Harleian manuscripts, and Sir Hans Sloane's collection of curios Mr. Shelley has recounted with an abundance of contemporary coloring. A chapter on "Some Notable Officials" testifies to the ability and wisdom with which the growth of the Museum has been controlled and directed. In dealing with the treasures of the Museum the author treads the narrow path between mere dry cataloguing and diffuse admiration with considerable skill. The printed books, the manuscripts, the relics of Greece and Rome, of Egypt, of Assyria and Babylonia, of prehistoric man, the discoveries of ethnography, and the records of the ornamental arts, are treated in succession as if a cultured guide were taking one leisurely through the many rooms, weaving his tale with a real comprehension of the living relation of one object to another, and so delightfully that one ends without "museum-fatigue." The reading of Mr. Shelley's book will not only add to one's interest in the British Museum, but will also make visits to our own museums and libraries much more appreciative.

Short, Josephine Helena. Chosen Days in Scotland. Pp. 373. New York: Thomas Y. Crowell Co. 1911. $2.

It is not often that a good guide-book is good reading, but Miss Short has so combined the detailed information of the different localities with the charm and literary atmosphere of the country that the literary traveler "will see the true coloring and catch the real flavor as fully as the actual voyager." She starts from the borderland in the Cheviot Hills and works her way along from city to town and from town to lake, giving, as she goes along, the points of interest for the visitor with a mass of historical information that connects each place in our minds with the knowledge already planted there by the works of Scott, Burns, Byron, Stevenson, and others. Queen Mary, Bonny Charlie, and the life and strife they stood for, become very real in these pages, and the account of a visit to the Orkney Islands and the Isle of Skye, off the usual route of the tourist, is unique and fascinating. The Highlands and the Lakes, and the romantic background of the beautiful castles of the country are described with a wealth of historic detail. The author's own descriptions are augmented by those of the famous poets and novelists who have always found Scotland a land of inspiration. There are many illustrations, reproductions from photographs taken by Miss Short, and the book is a welcome addition to the literature of the land of romance and poesy.

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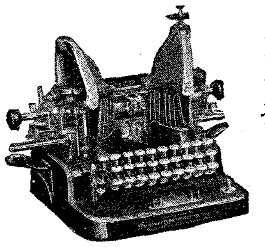

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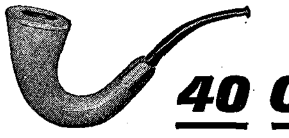

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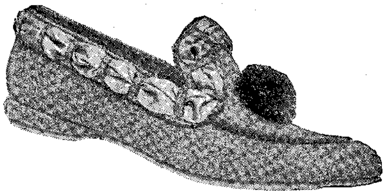

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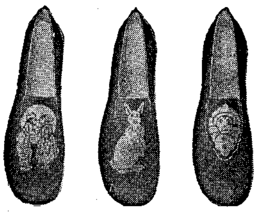

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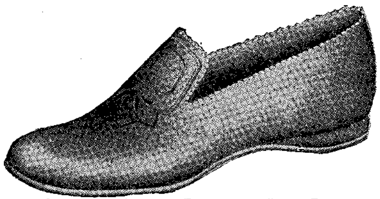

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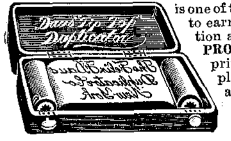

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Stevenson, Burton E. The Spell of Holland. Pp. 388. Boston: L. C. Page & Co. 1911. $2.50 net.

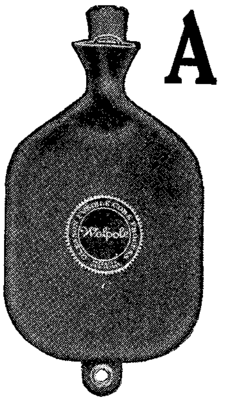
This book does not claim to be a guide-book in any sense of the word. Its author gives a glowing account of a trip through Holland, making it unmistakably plain that one who would thoroughly appreciate a trip in that country should have "Motley in his head, and Baedeker in his hand." A map shows, geographically, the exact route taken by Mr. Stevenson and "Betty, the best of comrades," and reproductions of photographs taken by the author profusely illustrate a book which is a delight to the eye and also the mind. The style is easy, almost colloquial, and the different chapters read like letters from a friend traveling in the land of wooden shoes, windmills, and water. Every page is full of information about the customs and costumes of the country, points of interest worthy and unworthy, an appreciative description of the Dutch art treasures and directions for finding them; in fact, countless facts and fancies welcome to the reader. It is all told in a fair-minded, open way, and makes Holland appear an alluring attraction.

Trevelyan, George Macaulay. Garibaldi and the Making of Italy. With four maps and numerous illustrations. 8vo. New York: Longmans, Green & Co. $2.25.

This is the third of Mr. Trevelyan's historical studies in which Garibaldi's career forms the center of interest. The two books appearing before this one bear the titles, "Garibaldi's Defense of the Roman Republic," and "Garibaldi and the Thousand." This trilogy is really a historical epic having for its hero Garibaldi, one of the most picturesque figures of the nineteenth century, and constituting a most appropriate contribution to the fiftieth celebration of Italian unity. Mr. Trevelyan's narrative gains in authority and vigor from the fact that the author has personally gone over the ground covered by the hero in his campaigns, and the information given is generally derived at first hand. The particular period covered in this final volume of the trilogy is the four months of the summer and autumn of 1860, in the beginning of which Garibaldi was in Sicily, and ending with the absorption of Sicily and Naples by United Italy. A brief epilogue describes the return of the victorious Garibaldi to his quiet farm in Caprera, following the jubilation attending the coronation of Victor Emmanuel. One of the features of the book is the emphasis laid on the mutual understanding existing between the king and Garibaldi, and in developing his view the historian reveals several hitherto unknown facts which explain a supposed disagreement in the respective attitudes of the hero and statesman.

Turquan, Joseph. The Wife of General Bonaparte. Pp. 363. London and New York: John Lane Co. $4.

So much legendary romance has grown up around the life of Josephine Beauharnais, so much sympathy and pity for the discarded Empress, that it will startle many readers to find in a book material that upsets many preconceived and traditional notions. Details of Napoleon's life are given here only as they relate to his wife and home life. The pages are interesting and often spicy with episodes of famous French men and women prominent at that time. Many derogatory facts are given in regard to Josephine's manners and



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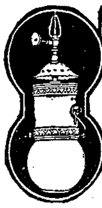

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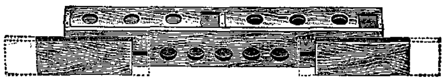

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morals, her selfishness and inordinate ambitions. The account seems almost like that of one who had little toleration for women in general, and Josephine in particular, but the author distinctly states that he has used only verified material—"and if, after doing my best and taking all this trouble, the portrait does not please, the fault will, perhaps, lie more with the original than with the artist—at all events, it will be a speaking likeness." The narrator brings out clearly the great jealousy between Josephine and Napoleon's family, Mme. Bonaparte's terrible extravagance, her revoltingly bad teeth, her heinous faults, and, occasionally, her good points. The greater part of the testimony is against her; it evidently attempts to explain and excuse some of the more flagrant of Napoleon's own eccentricities. The ending of the book is unfinished and abrupt, giving no account of the divorce which Josephine had feared and fought so many years.

OTHER GOOD HOLIDAY BOOKS

Bell, Aubrey F. G. The Magic of Spain. Cloth, pp. 264. New York and London: John Lane Co. $1.50 net.

Modern books of travel are ceasing more and more to be itineraries and records of "where we went and what we saw." That need is always sufficiently well filled by professional guide-books. More literary brethren are turning toward the towns that are not *en route* and toward the interpretation of the spirit of the land which they discuss. Such an object Mr. Bell has had in this book. He has made no attempt to form a narrative, but to treat in essay fashion simply and clearly some of the fascinations of that land of a thousand contrasts. The chapters on Spanish literature will help to open many a field not widely known to Anglo-Saxon readers.

Hale, John Richard. Famous Sea Fights from Salamis to Tsushima. Cloth, gilt, 12mo, pp. 350. Little, Brown & Co. $2 net.

There have been many books on these subjects, but few are written in such a fresh, clear, and non-technical manner as Mr. Hale's. Every battle is treated in a nonpartizan fashion from every aspect, and the human side is not lost sight of in his attempt to trace the gradual development of naval strategy, tactics, architecture, and armament from the trireme to the dreadnaught. Of special interest will be the account of the fight between the *Monitor* and the *Merrimac,* and of the victory at Santiago. Probably the battle of Tsushima, one of the most important affairs of the Russo-Japanese war, will come home to most of us, as occurring within our own times, and in the light of prophecy, as having exerted a greater influence on the history of the world than most others. Even the most determined opponent of warfare can not fail to find the work engrossing. Here are thirteen full page plates and seventeen plans.

Lewis, G. Griffin. The Practical Book of Oriental Rugs. 360 pp. Philadelphia: Lippincott. $4.50.

When the innocent buyer enters a store to select an oriental rug, he is too often like the sheep approaching the shearer. He is ready to be shorn. He knows comparatively little about such rugs, and if the dealer is not hampered by too tender a conscience, the buyer is likely to pay a handsome bonus for his ignorance. The book before us is written to guide these untutored purchasers. It enables the reader to identify the different varieties

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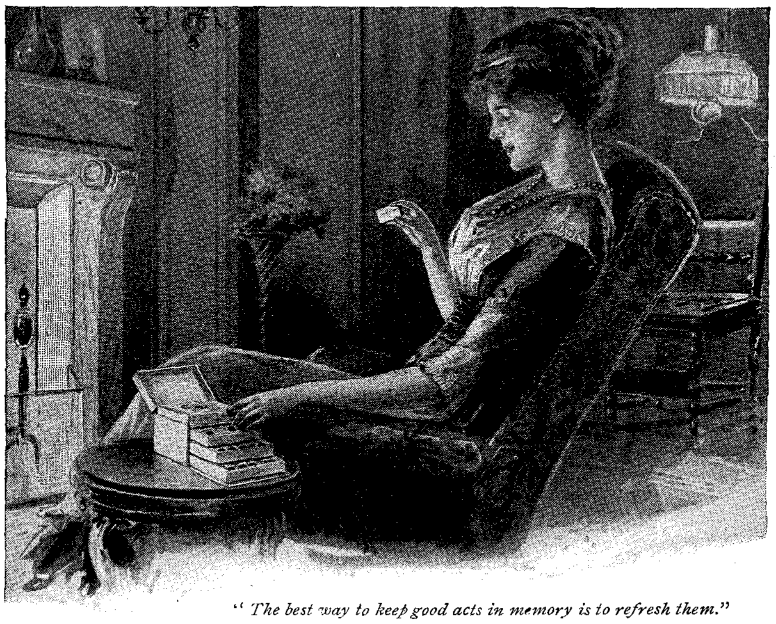

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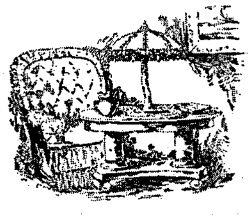

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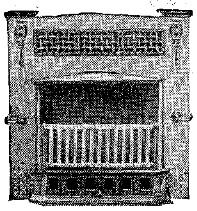

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Stoddard, Charles Warren. In the Footprints of the Padres. New and enlarged edition. Illustrated. Boards, pp. 291. San Francisco: A. M. Robertson.

The present volume is the third edition of the essays which have appeared before under the same title. Since the second edition, the San Francisco fire has wiped out many of the landmarks noted in its pages, and the gentle author himself has become a revered memory to his friends. To all who have known, and to many who have yet to learn, the pleasant charm of Stoddard's literary gift, this edition will be welcome. Three essays, "Primitive California," "In Yosemite Shadows," and "An Affair of the Misty City," have been added, and "The Mysterious History," which Stoddard himself thought out of place, has been omitted. Charles Phillips has written an appreciative introduction. The illustrations are mostly of the California of the 50's.

Wharton, Anne Hollingsworth. In Château Land. 8vo, pp. 290. Philadelphia: J. B. Lippincott Co. $2 net.

The first corner of "Château Land" touched at by Anne Hollingsworth Wharton is a little out of the way from her main route, being Isola Bella, on Lake Maggiore, which actually realizes its name. From thence the party, whose peregrinations and personalities she describes, went to Geneva, after which her desultory wanderings brought her to Tours. Naturally, she followed the course of the river to Orléans. The châteaux of the Loire have been described over and over again, and this bright writer attempts to vary the monotone of guide-book and historic information by giving sketches of Miss Cassandra, the cicerone of the journey, and her companions. This method of treatment makes us think of Mrs. Markham and her histories, but will doubtless prove attractive to the young, for whom this volume appears to have been produced. The twenty-five illustrations after photographs are particularly delicate and effective, and the book well printed and nicely bound.

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Chambers, Robert W. The Common Law. New York: D. Appleton & Co.

Deland, Margaret. The Lone Woman. New York: Harper & Brothers.

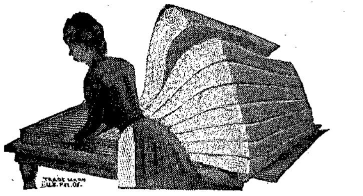
Farnol, Jeffery. The Broad Highway. Little, Brown & Co.

Harrison, Henry S. Queed. Boston: Houghton Mifflin Co.

Hichens, Robert. The Fruitful Vine. Frederick A. Stokes Co.

Ward, Mrs. Humphry. The Case of Richard Meynall. Garden City: Doubleday, Page & Co.

Wright, Harold Bell. The Winning of Barbara Worth. Chicago: Book Supply Co.



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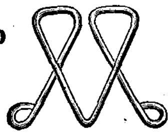

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THE PLAY THAT CAUSED A RIOT

AFTER the explosive scene which followed the presentation of J. M. Synge's comedy, "The Playboy of the Western World," at the Maxine Elliott Theater, in New York, it has occurred to us that a short scenario might be of interest to those who had no chance to express their disapprobation or esteem. The arguments for and against the play will appear in a later issue—and we here confine ourselves to the story itself. In short:

Christopher Mahon is an Irish peasant of the Peer Gynt sort, with all of the latter's lyrical soul, and a wee pinch of human sense to boot. His father was, as he himself explains, "a dirty man, God forgive him . . . the way I couldn't put up with him at all——" and with these and some kindred feelings in his breast, *Christy* one day just up and hits him with a loy. A loy is a long-handled spade, and to the young man's imaginative mind it quite cleft the old man's skull in two. So he wanders forth into the world, as much for the sake of wandering as to make his escape, but has not proceeded far when he comes to a country public house or "shebeen," which is cared for by a young woman nick-named *Pegeen Mike*. *Pegeen* has no special fondness for her own father, who spends a major portion of his time "at the weddings and the wakes," and when *Christy* informs her that he has killed his own parent, her admiration for him knows no bounds.

She is, however, engaged to a young fellow named *Shawn Keogh*, whom she immediately throws over for her new-found hero, and sends out alone into the cold, dreary night. *Shawn Keogh* is very jealous and gets his friend the widow *Quinn* to try her hand at winning *Christy* from *Pegeen*. *Christy*, for his part, is not adverse to being wooed by any number of fair dames. He has been always a "quiet, unassuming soul," and finds very much to his best taste these new honors thrust upon him. But *Pegeen Mike* will have none of it. She wants *Christy* for herself, and mindful of the old saying that two's company and three's a crowd, she sends the widow out into the cold to join *Keogh*. Her father is spending the night at a wake, leaving her "lonesome these twelve hours of dark" at the mercy of the "harvest boys with their tongues red for drink, and the ten tinkers camped in the East glen, and the thousand militia—bad cess to them!—walking idle through the land." So *Christy*, for company's sake, spends the night in an adjoining room in the public house, and with the pleasant idea of "two fine women fighting for the likes of me—till I'm thinking wasn't I a foolish fellow not to kill my father in the years gone by."

The next morning *Pegeen Mike* has her hands full keeping *Christy* away from *Sara Tansey*, *Susan Brady*, *Honor Blake*, and the rest of the half-score village girls who have heard tell of his wonderful deed. All of these have seen so much of one another, and grown so tired of the seeing that they can readily understand and sympathize with almost anybody killing anybody—just by way of diversion. But they'd never happened to do it themselves, and as *Christy* had, he appears to them a veri-

(*Continued on page* 1133)

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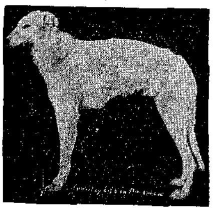

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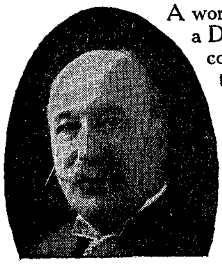

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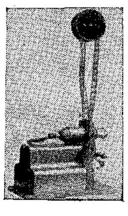

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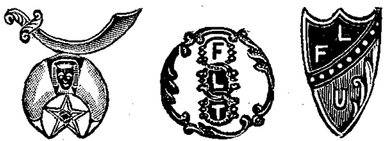

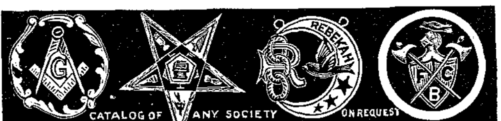

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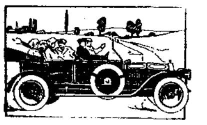

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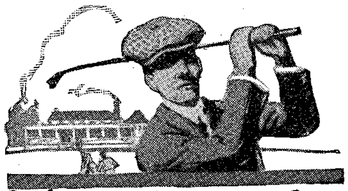

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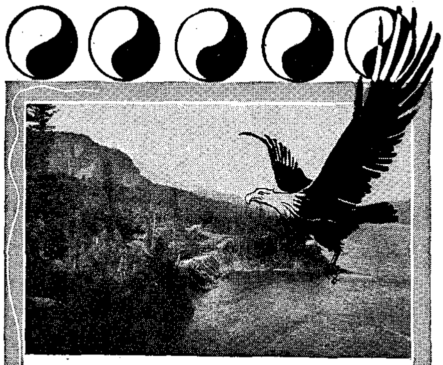
(*Continued from page* 1131)

table superman. To each and all of them he recounts the fatal act, telling how his father first "gave a drive with the scythe," and he "gave a lep to the East, and then turned around with his back to the North," and "hit a blow on the ridge of his skull, laid him stretched out, and he split to the knob of his gullet." But while in the midst of telling this interesting tale, who should pop up but the boy's father, old *Mahon* himself. He is neither dead nor devil, but very much alive indeed. His head is swollen to twice its usual size, and he is out for blood and revenge.

Christy is now hemmed in by two sets of foes: by his father for his attempted murder, and by *Pegeen Mike* and the rest for the reason that the murder was only an attempt. To his father he is a villain; to the rest at best a very bad disappointment, who has shown he is made of common, everyday clay after all. So they make banter of him, and *Christy's* feelings are wounded to the core. However, he is as much of a philosopher as poet, and decides that there is still time for something to be done. That something is a wild rush at his father whom, with uplifted loy in hand, he chases out into the dark. There is a wild scream; then all is still. *Christy* returns alone, but, instead of finding himself a hero again, is at once turned upon by *Pegeen Mike* and her friends, who, madder than ever, are about to hand him over to the "peelers," avowing that there is a "many a great gap between a gallous story and a dirty deed." A furious mix-up follows, and *Christy* is getting the worst of it when for the second time, with his head now swollen to thrice its normal size, and looking as if he had been to a whole week of wakes, in walks the old man *Mahon.* The lot scamper and run, leaving father and son to size up one another. *Mahon*, with his aches and pains, has lost many of his belligerent cravings, and *Christy*, on the other hand, has despaired of ever making a good job of it. So in want of something better to do they decide to make up, and the "Playboy of the Western World" and his banged-up pa go off very amiably together. *Mahon's* parting shot to whatever of the populace remains is: "My son and I myself will now be going our own way, and we'll have great times from this out telling stories of the fools is here." Says *Christy*, "Ten thousand blessings upon all that's here, for you've turned me a likely gaffer in the end of all, and I'll go romancing through a romping lifetime from this hour to the dawning of the judgment day." This leaves *Pegeen Mike* free to marry *Shawn Keogh*, her father to continue his weddings and wakes, and the remainder to settle down to their normal lives.



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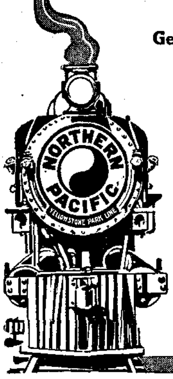

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CURRENT EVENTS

Foreign

Nov. 24.—The Japanese destroyer *Harusama* founders, and forty-five of the crew are drowned.

The Austrian steamship *Roumania* is wrecked in the Adriatic and sixty of the passengers and crew are reported drowned.

Nov. 25.—A force of 800 Zapitists is defeated in Mexico by some five hundred Federals. The loss of the former is reported as sixty-two dead.

Nov. 26.—The German Government recalls the two warships stationed at Agadir at the commencement of the Morocco controversy.

Russia notifies the Powers that she will not permit Italy to block the Dardanelles.

Italian troops attack Arabs at Fort Mesri, and force them from the oasis. Five hundred of the latter are reported dead or wounded.

Nov. 27.—The British Foreign Secretary, Sir Edward Grey, explains in detail in the House of Commons England's course in the Moroccan negotiations.

Nov. 28.—Russia demands the dismissal of Morgan Shuster, the American Treasurer-General of Persia, under threat of invasion.

Nov. 30.—The fourteen new Cardinals are officially confirmed by the Pope in a public Consistory at Rome.

The Arabs are accused of "atrocities" by the Italian embassy in Washington.

Domestic

Nov. 26.—Statistics show that over 175,000,000 gallons of liquor were distilled in the United States during the last fiscal year. This is 7,000,000 more than in any other previous year.

Nov. 27.—A detective is arrested at Los Angeles, charged with the bribery of a venireman in the McNamara case.

Wharton Baker makes an attack on Theodore Roosevelt before the Senate Trust Investigating Committee, accusing him of complicity with the Money Trust in the campaign of 1904.

In order to "bring the West to the East," a party of eight Western Governors starts from St. Paul, Minnesota, on a tour of the Eastern States.

Nov. 30.—President Taft summarizes his Administration in an interview in *The Outlook*.

Never Fail.—" My wife can't decide on a car."

" This model is the last word in touring-cars."

"The last word, eh? Then she'll have it."—*Washington Herald.*

Staging It.—A leading theatrical manager told a dramatic critic stories as he strolled in the bright, cold weather down Broadway.

" There was one chap," said he, " I couldn't get rid of. Dear me, he was persistent. I refused his farce seven times and he still kept turning up with it, re-written here and there.

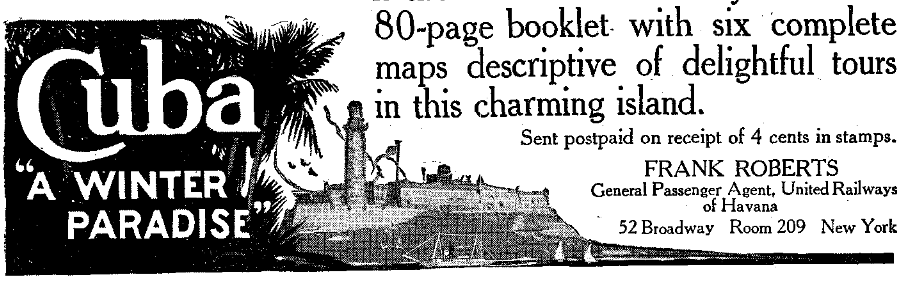
" The eighth time he came I told him firmly it was no use.

" ' But, sir,' he said, ' is there no possible way you could put my farce on the stage? '

" ' Well,' said I, ' there's one way, but I don't know if you'd submit——'

" ' Oh, I'd submit!' he cried. ' I'd submit to anything!'

" ' Then,' said I, ' we'll grind it up and use it as a snow-storm.' "—*Los Angeles Times.*



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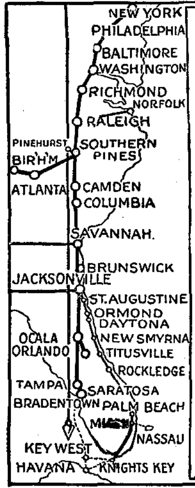

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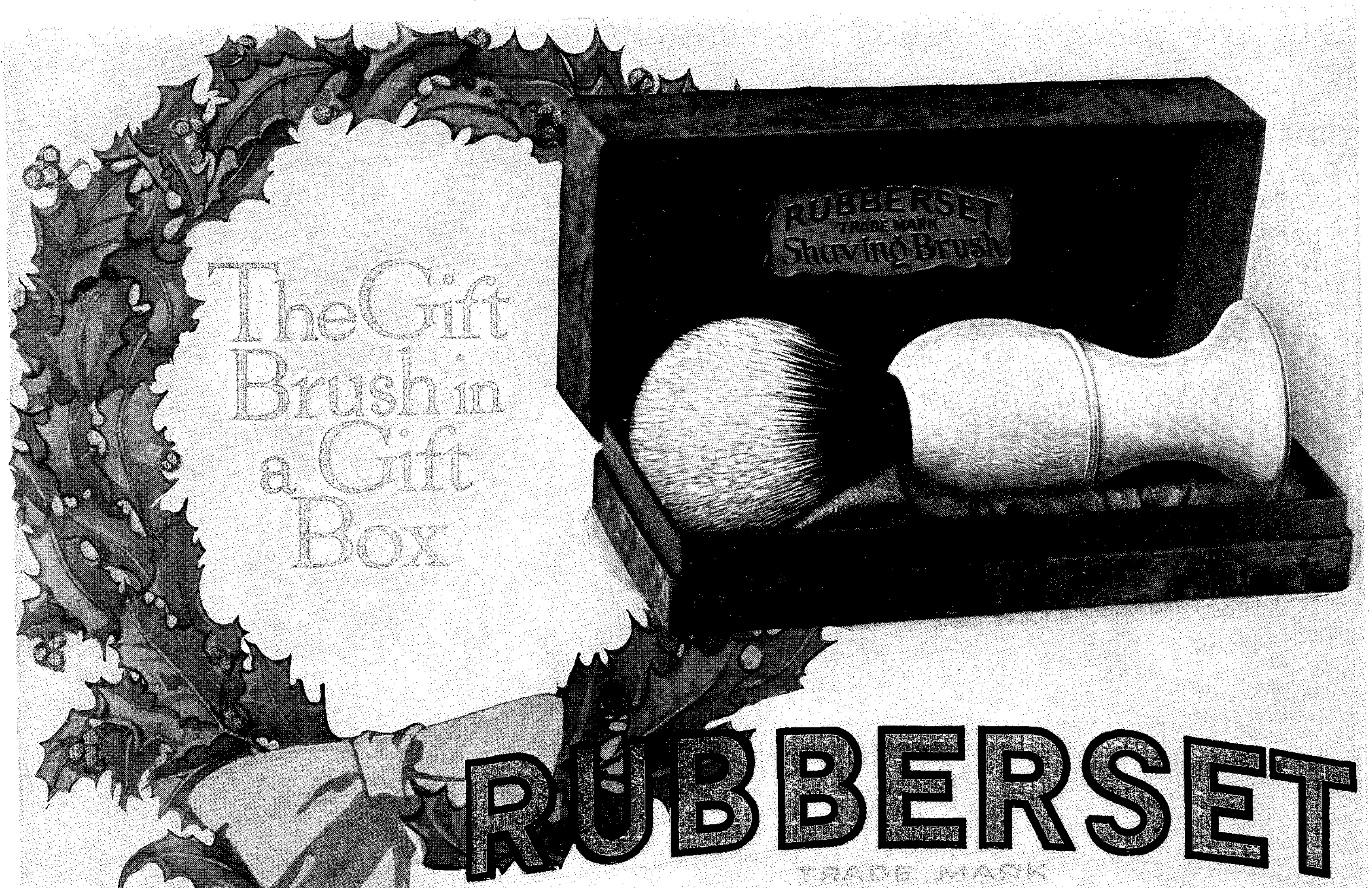

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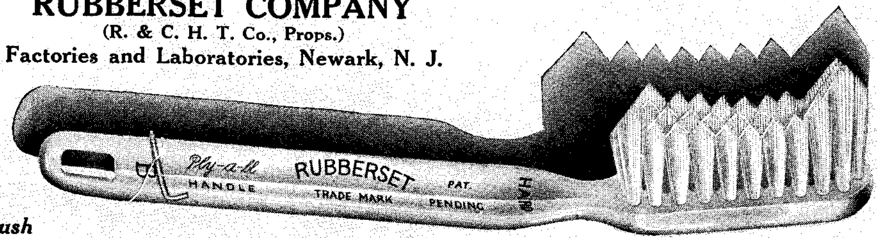

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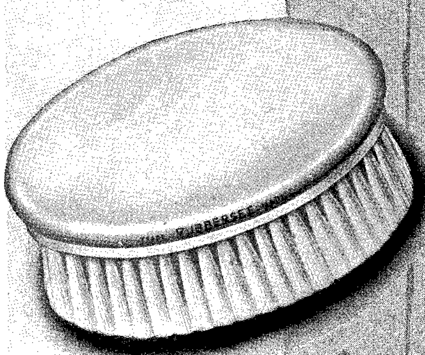

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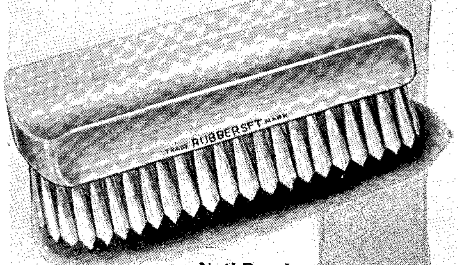

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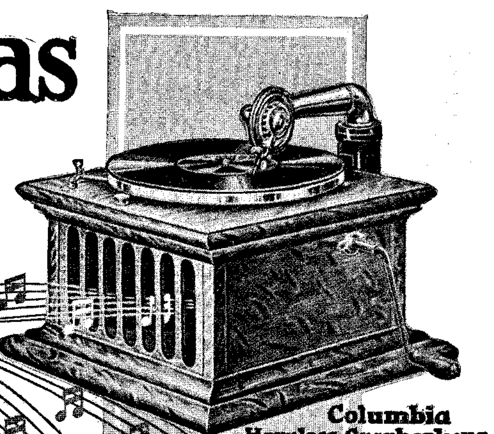

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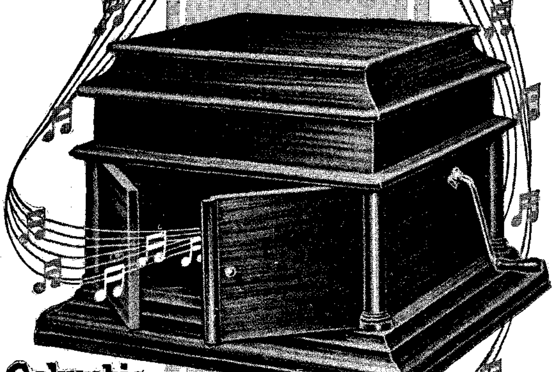

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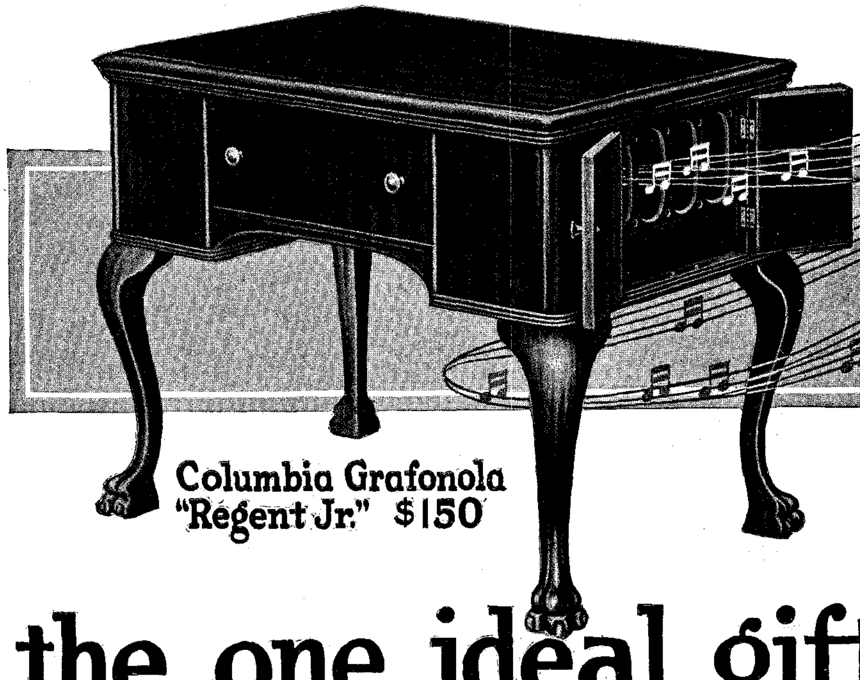
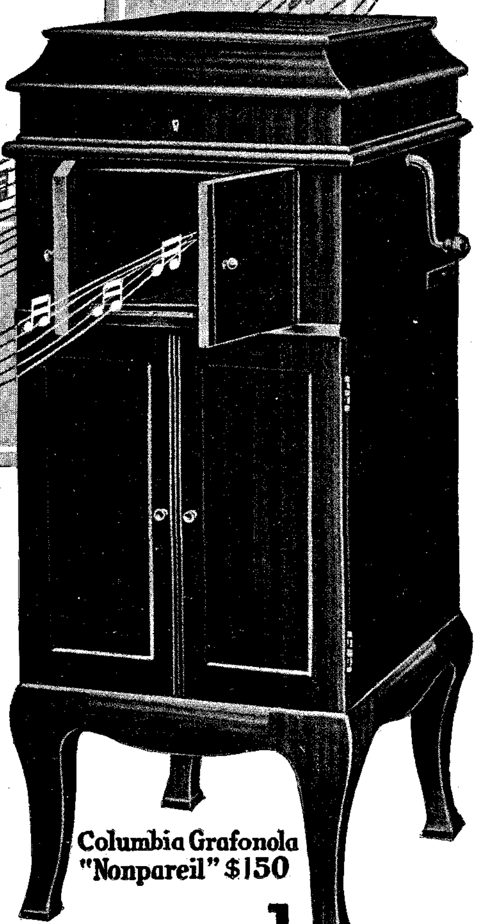


Columbia Grafonola "Regent Jr." $150



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